

The College District Plan

A subarea plan and related zoning for the
Edmonds Community College Campus
and
Adjacent Neighborhoods

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Ordinance No. 3403

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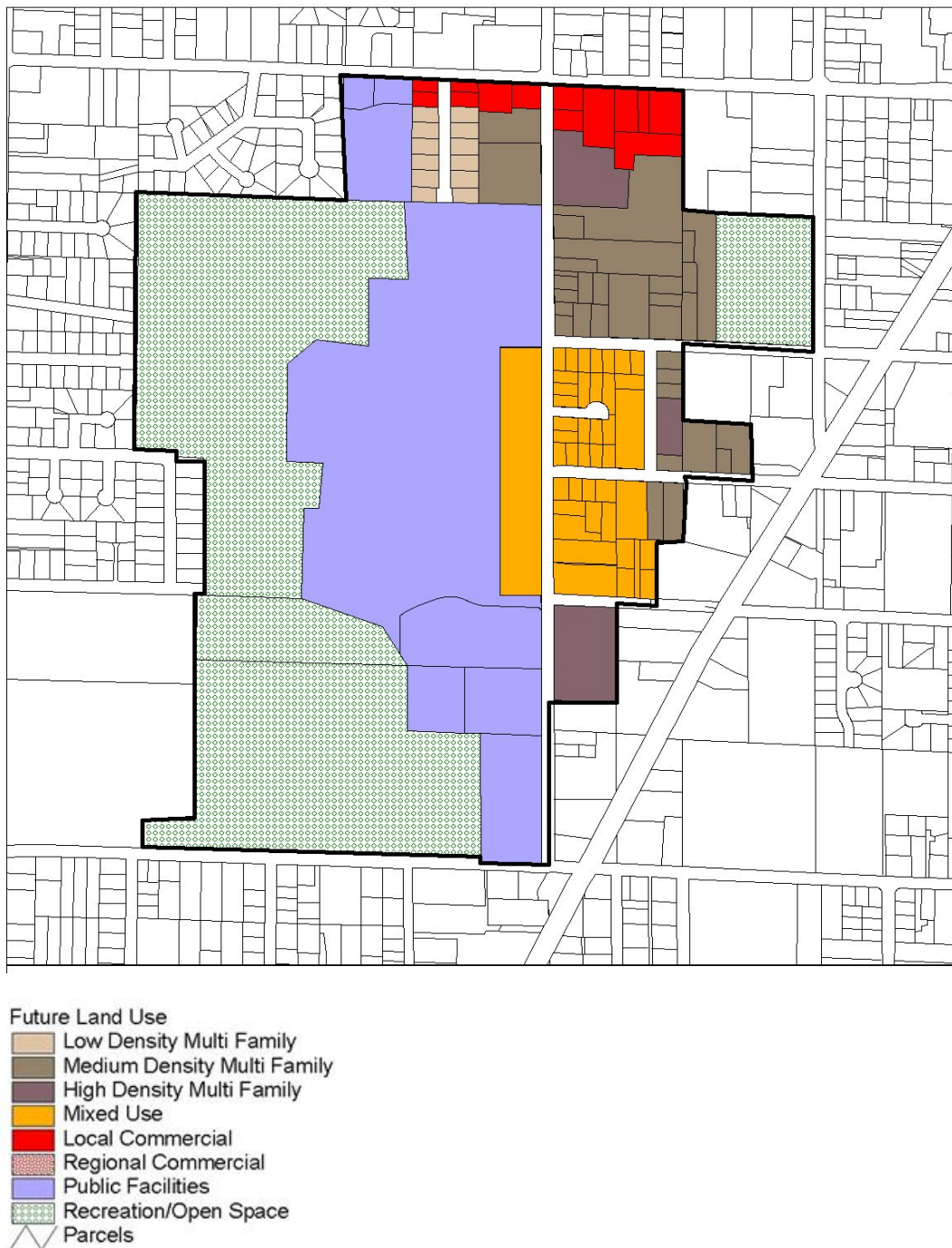
PART 3

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2004 Revised College District Subarea Boundaries

The College District Subarea boundary was revised through Ordinance No. 2534 (2004) to remove commercial-zoned properties along the west side of Highway 99. The College District Subarea includes the north and south campus areas, municipal golf course, College Place Elementary and Middle Schools, Edmonds School District admin. offices, courts, Post Office and the residential neighborhood to the east of 68th Avenue.



COLLEGE DISTRICT PLAN PART 1

EXECUTIVE SUMMARY

Background and Study Purpose

Edmonds Community College (EdCC), in the City of Lynnwood, currently serves more than 6,000 students on the-campus. Central Washington University (CWU), a partner with EdCC, also provides classes to approximately 400 students in a nearby off-campus building known as the Sno-King Building. In the next 20 years, these two institutions will provide higher education access to an increasing number of area residents on the EdCC campus.

EdCC opened its doors in the fall of 1970 in its current location, a former army radio relay station. The campus is situated on approximately 50 acres with 13 major buildings that total approximately 425,000 gross square feet.

The college campus, including the adjacent commercial and residential neighborhood, is designated in the City of Lynnwood's 1995 Comprehensive Plan as an "College District." Specifically, the Comprehensive Plan calls for development of a Community College Area Master Plan to provide educational, recreational, and cultural experiences for the entire community.

The purpose of this study has been to define and describe an integrated areawide and campus master plan that reflects the growing space needs of EdCC and the needs of the neighborhood.

There were many determinants addressed in the collaborative and comprehensive study of the Community College Activity Area. Of these, three stood out:

- **Increase in future student population** – Edmonds Community College's enrollment is forecast to increase 30-40% over the next 20 years.
- **Area properties are susceptible to change** – The areas adjacent to EdCC and Highway 99 are susceptible to change. Many single-family homes in the area are more than 40 years old and an increasing number of them are being converted from owner-occupied to rental properties.
- **Increasing traffic volumes** – With an expected increase in urban densities and populations, along with an increase in future student population, alternative modes of transportation and vehicular routes need to be explored.

Study Process

This planning effort involved five phases, seven major tasks and four public meetings over a period of approximately eight months as summarized in the following graphic. Numerous charrettes/worksessions were held with the EdCC Facilities Planning Committee, Instructional Staff, Edmonds School District representatives and City staff.

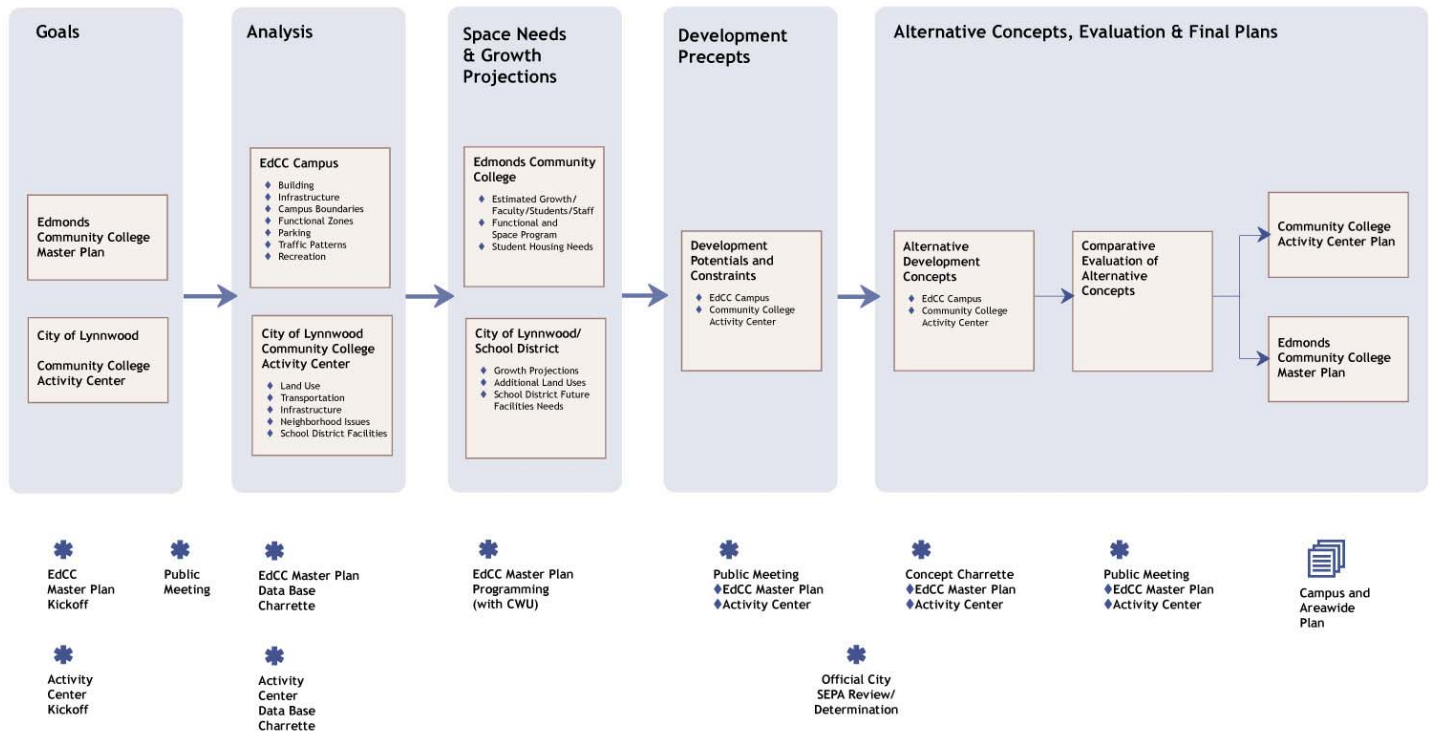
The study began by distilling the City's and EdCC goals and objectives. The identified goals in turn became evaluative criteria later in the study. Next, the community college and area neighborhoods were analyzed to gain an understanding of existing land use, transportation, and pedestrian and open space/recreational elements. Future student enrollment forecasts and space needs, along with development of design precepts, followed and provided the framework for compiling alternative development concepts. Criteria developed from the early goals and objectives were applied to comparatively evaluate the alternative concepts. Finally, through considerable input from the neighborhood, College and City, a final preferred plan was identified.

The study process included a significant effort to engage the general public, especially the area residents and college faculty and staff. More than 600 area residents and business owners were contacted and asked to participate in the four public meetings held at EdCC. Each meeting included time for interested individuals to make comments or suggestions.

STUDY PROCESS

Edmonds Community College and
Community College Areawide Master Plan

NBBJ



Community Involvement

Four public meetings and workshops were held during the planning study on the campus of EdCC. More than 600 residents and businesses were contacted and asked to participate in the planning process. Each meeting provided the general public an opportunity to make comments and suggestions regarding the study. The meetings were conducted jointly by EdCC and the City of Lynnwood. Each meeting included a review of the study purpose and process and specific key topics.

Meeting #1 – September 9, 1998: Informed the public of the needs for a new college master plan and surrounding areawide plan, solicited public comment and concerns, and reviewed EdCC and City goals and objectives.

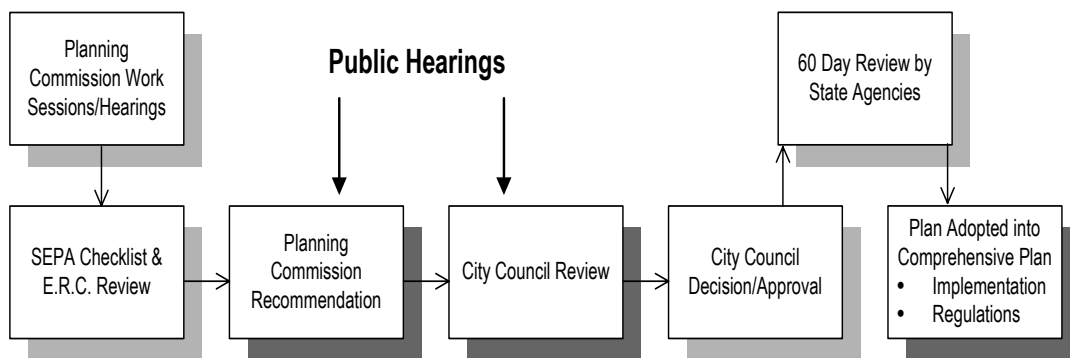
Meeting #2 – November 17, 1998: Reviewed campus and area-wide site potentials and constraints, EdCC enrollment forecast and space needs, and preliminary review of design precepts.

Meeting #3 – December 17, 1998: Reviewed campus and areawide design precepts, future space needs, and presented and discussed three alternative development concepts.

Meeting #4 – March 18, 1999: Presented and discussed “draft” campus and areawide plans, and the “next steps” in the planning process, emphasizing additional public involvement and comment.

The last in the series of neighborhood public meetings covered the “draft” Edmonds Community College Campus Master Plan and the related Areawide Plan. The next step is to formally adopt the Areawide Plan through the City of Lynnwood’s Planning Commission and City Council. Significant public input and comments will be taken during this next phase as is illustrated on the adjacent page.

Next Steps



Community College Areawide Plan

The resultant Areawide and Campus Master Plan provides a compatible land use framework for the neighborhood and the college. The plan unifies the entire College District as one district, one place. The concept blends college activities, multi-family residential and community-oriented commercial facilities as one complete district. In enabling more compatibility among the area properties, the College District is strengthened as a place – as a neighborhood with distinctive character and identity.

Edmonds Community College

The single largest and most active component of the Areawide Plan is Edmonds Community College. Located in the heart of the neighborhood, the college (delineated in the light blue tone) continues to develop from within adding new buildings, parking lots and structures, and campus open spaces. New buildings expand beyond the existing developed campus area while maintaining a tightly clustered and desirable building-to-building relationship. Pedestrian paths and open spaces are incorporated and extend existing systems, providing convenient and comfortable walking times and distances.

The Areawide Plan also emphasizes the importance of a unified college/community image. The Plan strives to strengthen the college's presence and visibility along the edge of the neighborhood and improve vehicular, transit, and pedestrian access and circulation.

Neighborhood Area

The neighborhood area includes College Place Elementary and Middle Schools, the Lynnwood Municipal Golf Course, and other related uses such as single-family, multi-family and commercial business.

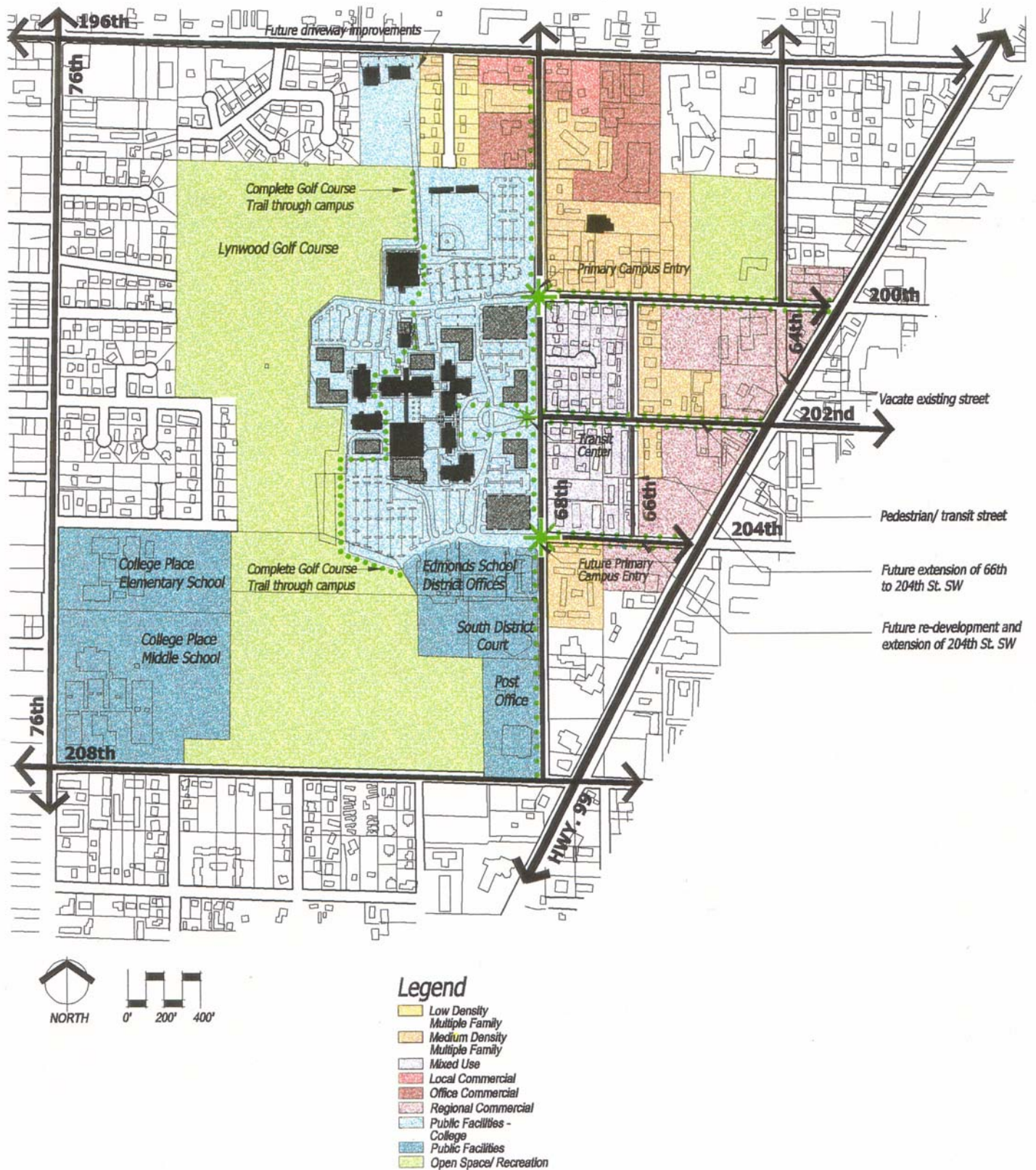
Other than the eventual replacement of single-family uses, the concept does not significantly change the existing land uses, but rather builds on them. The concept recognizes and maintains the auto-oriented and regionally based commercial uses along Highway 99. The concept also recognizes the growing and changing nature of the EdCC campus and the dependency on the automobile as a primary source of transportation for most area residents and college students.

In implementation, the existing single-family area east of the college is, over time, converted to a mixed-use center. The center encourages ground level commercial and retail uses, office and service use and multi-family residential in a pedestrian-oriented environment intended to blend with and support an expanding community college environment. As an active pedestrian and retail environment, the mixed-use center is strengthened by edges and boundaries through road extensions on both 66th Place and 204th Street.

Strong pedestrian connections are developed between the college and the mixed-use center. Pedestrian-oriented streetscapes along 68th Avenue and 202nd Street are developed. The existing transit center located within the EdCC campus becomes more than a college bus stop. It links the two together as one very active urban node.

Neighborhood streets become a hierarchy of primary and secondary vehicular routes, transit and pedestrian streets. 200th Street is maintained as a primary vehicular route providing access to and from the College District. 204th Street is redeveloped and extended to allow primary vehicular access between Highway 99 and 68th Avenue. 202nd Street is redeveloped to best serve the needs of the local residential users of that neighborhood. The existing transit stop located at Highway 99 and 200th Street is improved and transformed into an informal gateway to the College District.

Open spaces, new streetscapes and recreation amenities provide the necessary elements to link and connect the College District together as one district, one place. Few neighborhoods within the City of Lynnwood host both a publicly owned 18-hole golf course and a five-acre forested park. These two amenities are linked together and to the rest of the College District making the neighborhood a more livable and vibrant place to live, work and play.



Edmonds Community College and Areawide Master Plan

Campus Master Plan

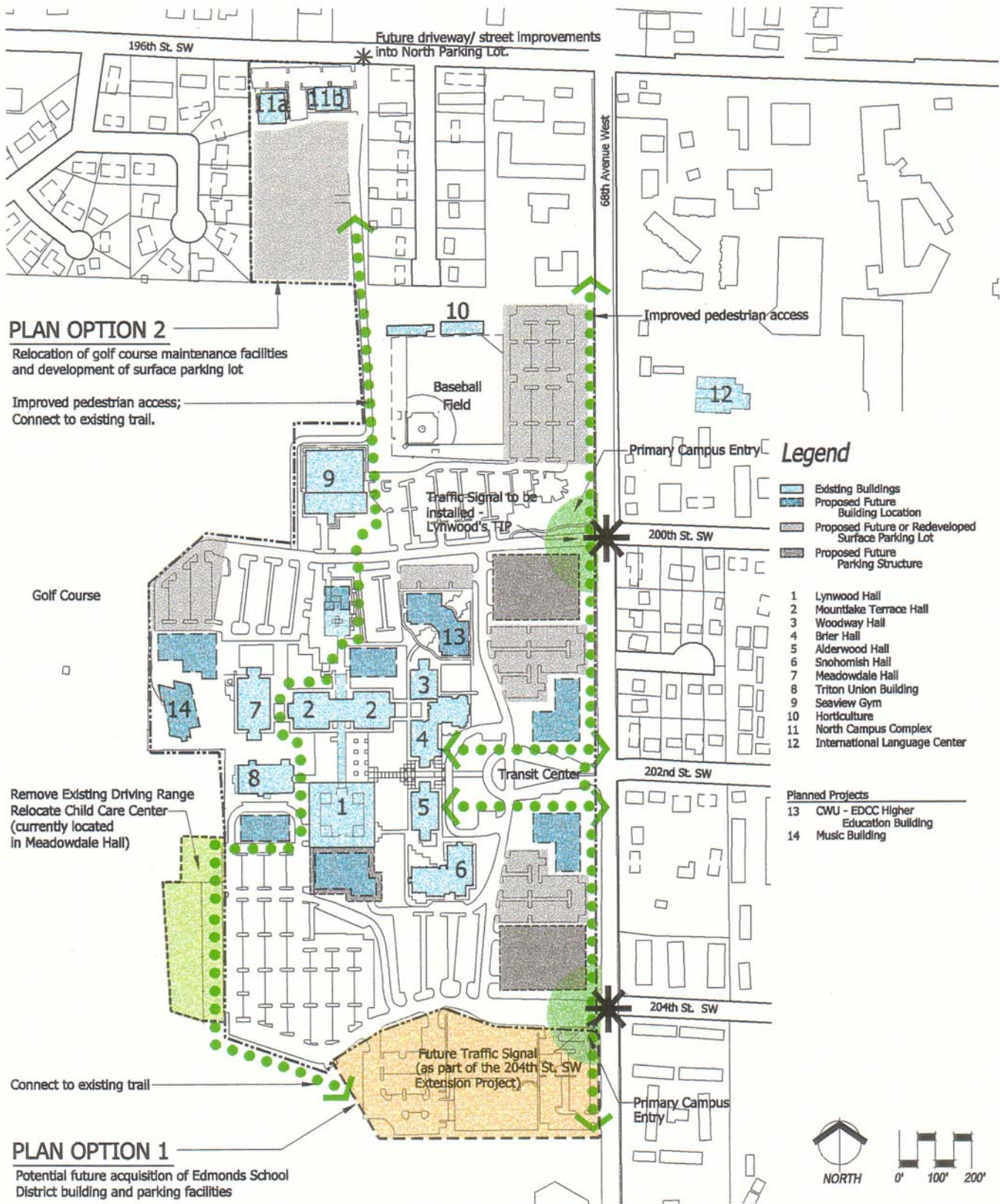
The future EdCC campus is best described in four primary campus organizing principles:

Centrally organized buildings and spaces, including a campus center – The master plan builds on the existing framework of buildings and outdoor spaces. New building locations are indicated near and adjacent to existing campus buildings, expanding on a centrally organized campus. This provides continued benefits to students, faculty and staff who through the course of a day walk back and forth across campus many times. The campus center, or “heart,” is enhanced by distributing new building locations evenly throughout the campus, thus keeping the center in place.

Locating and developing future parking garages on the edge of campus along 68th Street – The master plan builds on the existing framework of parking lots, vehicular circulation and campus entry points. Future parking garages are to be developed near the existing entry driveways at 200th and 204th in close proximity to existing and future campus buildings. These locations allow students, faculty and staff to enter the campus and immediately park the vehicles without wandering through acres of surface parking lots and traffic. Additionally, parking garages located at the edge of campus allow infill building development to occur adjacent to existing buildings maintaining and expanding the desired building and open spaces patterns.

Hierarchy of campus open spaces – The areas between buildings are perhaps the most memorable spaces on any college campus. Campus open spaces are the fabric that weave college functions together as one place, one setting. In that building placement defines open space systems, the plan uses placement of future buildings to expand on and enhance the existing open space environment. The central campus open space or plaza is maintained and strengthened as the primary outdoor room. Secondary open spaces and courtyards are created between existing and new buildings. Open spaces are connected and linked together with a series of pedestrian walkways developed on an organized grid system related to existing and future building locations.

Centralize infrastructure systems – Maximizing both capital and operating dollars is also a key ingredient in developing a successful college campus. The plan maintains and expands on the existing highly centralized infrastructure system. New building locations are considered in relationship to existing utility tunnels and future connections.



Edmonds Community College Master Plan

MASTER PLAN GOALS & OBJECTIVES: EDMONDS COMMUNITY COLLEGE

The following text is taken directly from Edmonds Community College Mission, Philosophy and Vision Statement. The document, among others, was the basis for determining the college's goals and objectives.

Mission Statement

Edmonds Community College (EdCC) is a leader in providing quality opportunities for learning and service, responding to the dynamic needs of our diverse community.

Philosophy Statement

Edmonds Community College is a community of learners which upholds integrity and high educational standards and affirms the value of lifelong learning. EdCC strives to serve the needs of the individual and honor diversity of culture, ethnicity and thought. EdCC sees education programs and services that are responsive and accessible to our community.

Vision Statement

Building on EdCC's past successes and our current strengths, Edmonds Community College is committed to the future by its:

Focus on People

College personnel are friendly and supportive in their interactions with students and others that use our services. Communication among members of the College community is characterized by civility, mutual respect and inclusiveness.

Students have opportunities for work-based as well as classroom education. The College strives to make its programs available to any interested student, regardless of financial need. Scheduling of classes, activities and services directly reflects the need of those we serve.



Focus on Community

The College serves as a comprehensive community resource.

Maintaining a reciprocal relationship with its community is a primary goal. Therefore, it actively addresses community concerns and solicits opportunities for involvement in community activities and events.

The College plays a key role in economic development and participates in a variety of mutually beneficial relationships with business, industry, labor, education and government.

It provides a rich academic environment, while serving the community as a hub for cultural and social enrichment.

Our programs enjoy active, comprehensive community support and benefit from a variety of funding sources. The College is strengthened by our community providing support and services that clearly demonstrate its values education as an investment.

Focus on Quality Programs, Services and Activities

The College takes pride in its innovative and comprehensive curriculum. Educational offerings and services exhibit EdCC's commitment to collaboration, accessibility and global perspective. The College is recognized nationally and internationally for its programs of distinction in many areas.

Institutional research tracks the progress of EdCC students, the effectiveness of the College's programs and operations, and the educational needs of EdCC's constituents; this leads to the improvement and development of learning initiatives and services.

Focus on Being a Positive Place to Work and Learn

Our motivated and well-educated faculty and staff work in a safe, healthy, and friendly environment, where different perspectives are valued. Employees are involved in decision-making processes and exhibit good communications, both formally and informally. They are supported by responsive leadership, and appropriate level of staffing and high-quality professional development programs. Technology is fully integrated and effective, and supports all operational and learning systems. Our facilities and grounds are attractive, inviting and accessible, and contribute to our positive internal and external image.

MASTER PLAN GOALS & OBJECTIVES: CITY OF LYNNWOOD

The following text is taken directly from The City of Lynnwood Comprehensive Plan. This section among other documents and reports was the basis for determining the City's goals and objectives relating to the Community College District.

Goals

The following are the City of Lynnwood goals related to the Community College Area Master Plan:

1. Establish Lynnwood as the leading city of Snohomish County, a great place to live, work, shop, play and learn.
2. Maintain Lynnwood's high quality residential character, along with a full range of densities and housing types necessary to meet the housing needs of all segments of the community.
3. Continue to increase the local economy with ample opportunities for new businesses in appropriate fully serviced locations.
4. Provide a superior system of parks, open space and recreational opportunities.
5. Continue to support quality education and recognize the importance of public and private schools as valuable community assets.
6. Accommodate increasing traffic, with attractive and functional street improvements, while promoting mobility alternatives that minimize congestion.
7. Ensure that all new development is attractive, well designed, and contributes to the aesthetic quality of the community.



Comprehensive Plan Principle

The Community College enriches the lives of Lynnwood residents through its education, recreation and cultural programs and activities. In addition, the off-site activity associated with the community college creates a unique setting for related land uses and improvements for transit, pedestrians, businesses, and housing. The development and use of land in this Areawide Plan shall support the programs and other activities of the community college. New development in this Plan should be coordinated with existing structures in order to promote ease of access among existing and future structures while minimizing impacts on surrounding neighborhoods. The College is expected to use existing public and private educational facilities outside the Plan area as sites for classes and other programs. However, the unmanaged encroachment of college buildings or facilities into residential neighborhoods beyond this subarea would substantially decentralize the activity needed for the Areawide Plan.

Objective 12: Provide a land use environment that is complementary to the needs of the Community College Area, the neighborhood, the vicinity, and the city.

Policy 12.1: Develop a Community College Area Master Plan to provide educational, recreational, and cultural experiences for the entire community. Principal land uses in this Plan shall be the Community College, housing for students attending the college, and educational or institutional uses that provide a direct benefit to the Community College or that depend on the College for support. Retail stores and services that serve students, faculty and staff of the college and residents of the Plan area may be permitted; but retail services that serve the community or region should not locate in the Plan area. While most buildings should be no more than three stories in height, taller buildings may be permitted, so long as they do not impair the appearance of the Plan area.

Policy 12.2: Work with the Community College, the Edmonds School District and other affected property owners and businesses to integrate a transit center, gateways, landscaping, building design and location to improve the interface between the college and the surrounding neighborhood.

Policy 12.3: Work with the Community College to incorporate the appropriate areas within the Areawide Plan for the development of student housing, educational and/or supportive commercial uses.

Policy 12.4: Work with the Community College to develop a transportation plan that addresses the parking needs, transit support, and traffic circulation, and improved pedestrian and bicycle access.

Policy 12.5: Work with the Community College to provide cultural facilities and activities at the college that will be mutually beneficial for the college and the city.

Policy 12.6: Provide incentives and performance related standards to allow mixed-use development at appropriate locations in the Community College Areawide Plan.

ACADEMIC PROGRAM REQUIREMENTS

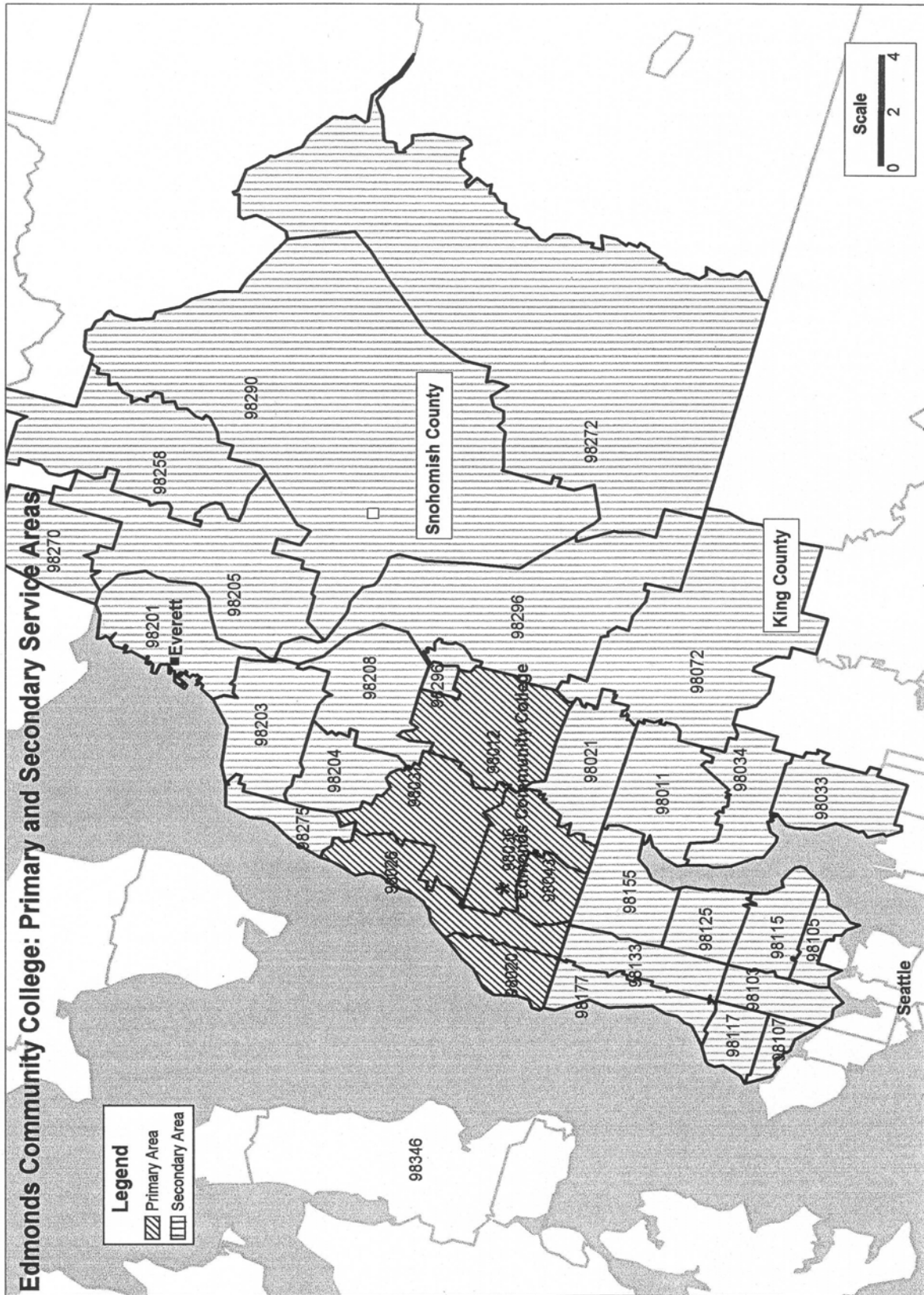
The Edmonds Community College district encompasses an area that extends from north Seattle to Mukilteo, and from the edge of Puget Sound to Mill Creek. The effective service area (i.e., where current students reside) extends beyond the district boundaries, from north Seattle to Marysville and east past Mill Creek. The population is forecast to grow by nearly 7% by the year 2005, and by another 15% by the year 2020, with the most significant growth occurring closest to the campus.

Edmonds Community College currently serves well over 6,000 students on its main campus. These students are comprised of full and part-time EdCC students, upper division students attending Central Washington University, and high school students enrolled in the Running Start program. The campus currently operates six days a week, from 7a.m. to 9 p.m. on most weekdays.

Future enrollment growth of the college is determined by a number of factors including (but not limited to) future population growth and demand for higher education services, the economic climate and needs of businesses, and the availability of funding. Similarly, the types and amounts of space needed to serve the projected student growth can involve a variety of factors such as the types of programs offered, the use of technology and blend of teaching delivery modes, and operational issues (e.g., class size, scheduling, hours of operation).

For purposes of master planning for a 20-year timeframe, the approach to estimating future enrollment growth and space needs for the college is simplified and intended to provide general direction for planning. Future enrollment is estimated based largely on projections of future population growth for the college's current service areas. A space planning model developed by the State Board for Community and Technical Colleges, a commonly applied planning tool, is used to identify the types and amounts of academic and vocational space needed to serve future campus growth.

The space planning model may be viewed as identifying *minimum* requirements for needed space, and has not been adjusted for technology, changes in program needs or classroom operations. Therefore, future 5-year updates of the master plan, and pre-design analyses for future building projects may be best suited for testing the use of technology and alternative teaching delivery modes on space needs, as specific programs are identified for the college and its students.



Summary Enrollment Forecasts

Future EdCC and Running Start student growth is estimated by applying current Edmonds Community College participation rates, by age cohort, to projected population growth. Student growth is forecast to increase by an average annual rate of 2.1% in the primary service area and 0.5% in the secondary service area.¹ The average growth rate for the combined primary and secondary areas is around 1.5%. For both services areas, the highest rates of growth are expected through the year 2005. After this period, population is expected to display lower rates of growth, especially in the 17 – 22 age group from which the highest level of community college participation is drawn.

Future CWU student growth has been forecast by that institution. (CWU projections appear to include the potential NSIS upper division growth on the Edmonds CC campus.)²

As seen below, modest average annual growth rates result in a significant number of new students on campus over a 20-year timeframe. That is, an average annual growth rate of 1.5% can be expected to increase enrollments by some 30% to 40% by the year 2020.

Student Enrollment Forecasts	<u>1998</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2020</u>
Average Annual Student Growth		1.5%	2.2%	0.8%	.07%
EdCC Enrollment (incl. running start)	6,020	6,340	7,140	7,490	7,950
CWU Enrollment	<u>405</u>	<u>600</u>	<u>800</u>	<u>1,000</u>	<u>1,000</u>
Total Student Enrollment	6,425	6,940	7,940	8,490	8,950
Day-on-Campus FTE (69%)	4,140	4,360	4,910	5,150	5,470

¹ The primary service area generally follows the city limits of Lynnwood and Edmonds and currently accounts for over half of the student enrollment. The secondary service area extends north to Marysville, south to Seattle and east past Mill Creek accounts for over 30% of current enrollment.

² NSIS is an acronym for an on-going collaborative effort between three community colleges and four state baccalaureate institutions to expand access to higher education for the residents of North Snohomish, Island and Skagit Counties. The Facilities Plan for NSIS assumes that 430 additional upper division students (i.e., students enrolled in UW, WSU, CWU or EWU programs) will be served on the EdCC campus.

Space Needs

The state's space planning model allocates roughly 68 assignable square feet (ASF), or 104 gross square feet (GSF), per additional day-on-campus FTE.³ For space planning and funding purposes, the total student enrollments are translated into "day on campus" full-time equivalent students (FTEs), which roughly approximates a 15-credit-hour load. **Given EdCC's current academic space of 235,100 ASF**, this means the campus now faces a space shortage of nearly 50,000 ASF. According to the space planning model, the future additional space needed for the forecast enrollments reaches nearly 200,000 GSF by the year 2020 for EdCC, with an additional 88,000 GSF needed by CWU. (CWU space needs are forecast by that institution and reflect the direction for growth as set in their 1998 pre-design analysis for a proposed joint use EdCC/CWU facility on the EdCC campus.)

In the long term, the space types that will be most in need of expansion include general classrooms, library, student center and faculty office spaces. This determination is based on results from the planning model, meetings with a faculty advisors group, and interviews with key administrative and facilities persons.

Forecast Space Needs	<u>1998</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2020</u>
EdCC Space Needs	281,300	294,900	328,800	343,600	363,400
Per Planning Model: ASF					
EdCC New Space: ASF	46,200	59,800	93,700	108,500	128,300
Conversion to GSF (.65)	71,100	92,000	144,200	166,900	197,400
CWU New Space: GSF		<u>30,000</u>	<u>88,000</u>	<u>88,000</u>	<u>88,000</u>
Total New GSF	71,100	122,000	232,200	254,900	285,400
Incremental New GSF	71,100	50,900	110,200	22,700	30,500
Planned Projects: GSF					
EdCC Music Building		19,000			
CWU Joint Use Building		52,000	58,000		
Incremental Space Needs: GSF	71,100	50,900	103,200	125,900	156,400

The space planning model may be viewed as identifying *minimum* requirements for needed space, and has not been adjusted for technology, changes in program needs or classroom operations. Therefore, future 5-year updates of the master plan, and pre-design analyses for future building projects may be best suited for testing the use of technology and alternative teaching delivery modes on space needs, as specific programs are identified for the college and its students.

³ The conversion from ASF to GSF is .65; this is a conservative ratio of assignable to gross square feet for campus type uses and reflects the space needed for building circulation, bathrooms, walls, etc.

Parking Needs

Parking needs are often the largest use on college campuses. Parking on the EdCC campus is currently considered adequate by the college, with minimum “spill-over” into adjacent neighborhoods and a considerable amount of students arriving via carpool or transit. (Please see Section 4, Transportation Mode Split.) Parking needs projections are for long-range planning purposes and that the provisions of future parking will be in accordance with city parking standards determined during the review and permitting process for individual projects.

The future parking needs of student, faculty and visitor populations are estimated for the campus using the following approaches and assumptions:

- Future student parking needs are estimated by applying the current ratio of parking spaces per student FTE / headcount to future student enrollments. Currently, there are .25 parking spaces for each student headcount (i.e., students taking 8.8 average credits). This approach assumes that the current parking supply closely meets demand, and is sufficient for master planning purposes.
- Future faculty and staff parking needs are estimated by first applying the current ratio of faculty/staff to student FTE/headcount in order to estimate total future faculty/staff on campus. Secondly, applying the current ratio of parking spaces to faculty/staff (i.e., 0.94 stalls per faculty/staff) to future populations.
- Adding an extra 10% to the combined student and faculty/staff parking for use by visitors.
- Including the additional parking needs of CWU and the golf course. ⁴

The following table summarizes the parking needs for the campus:

Forecast Parking Needs	<u>1998</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2020</u>
Day on Campus, Headcount	<u>Estimated</u>				
Students	7,057	7,432	8,369	8,778	9,324
Faculty	265	279	314	330	350
Staff	<u>140</u>	<u>147</u>	<u>166</u>	<u>174</u>	<u>185</u>
	7,462	7,858	8,850	9,282	9,859
Parking Stalls	<u>Existing</u>				
Students	1,743	1,836	2,067	2,168	2,303
Faculty	382	402	453	475	505
Staff	<u>219</u>	<u>223</u>	<u>235</u>	<u>247</u>	<u>273</u>
	2,344	2,460	2,760	2,890	3,080
Additional Stalls					
CWU	225	333	444	556	556
Golf Course	50	50	50	50	50
Total Parking Stalls	2,620	2,840	3,250	3,500	3,690

⁴ Assumptions for CWU parking needs include a .5 parking stall for each FTE; 1 faculty per 18 student FTE; 1 staff per faculty FTE; and .5 faculty/staff parking stall per faculty.

THE COLLEGE DISTRICT PLAN PART 2

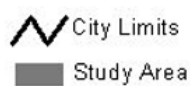
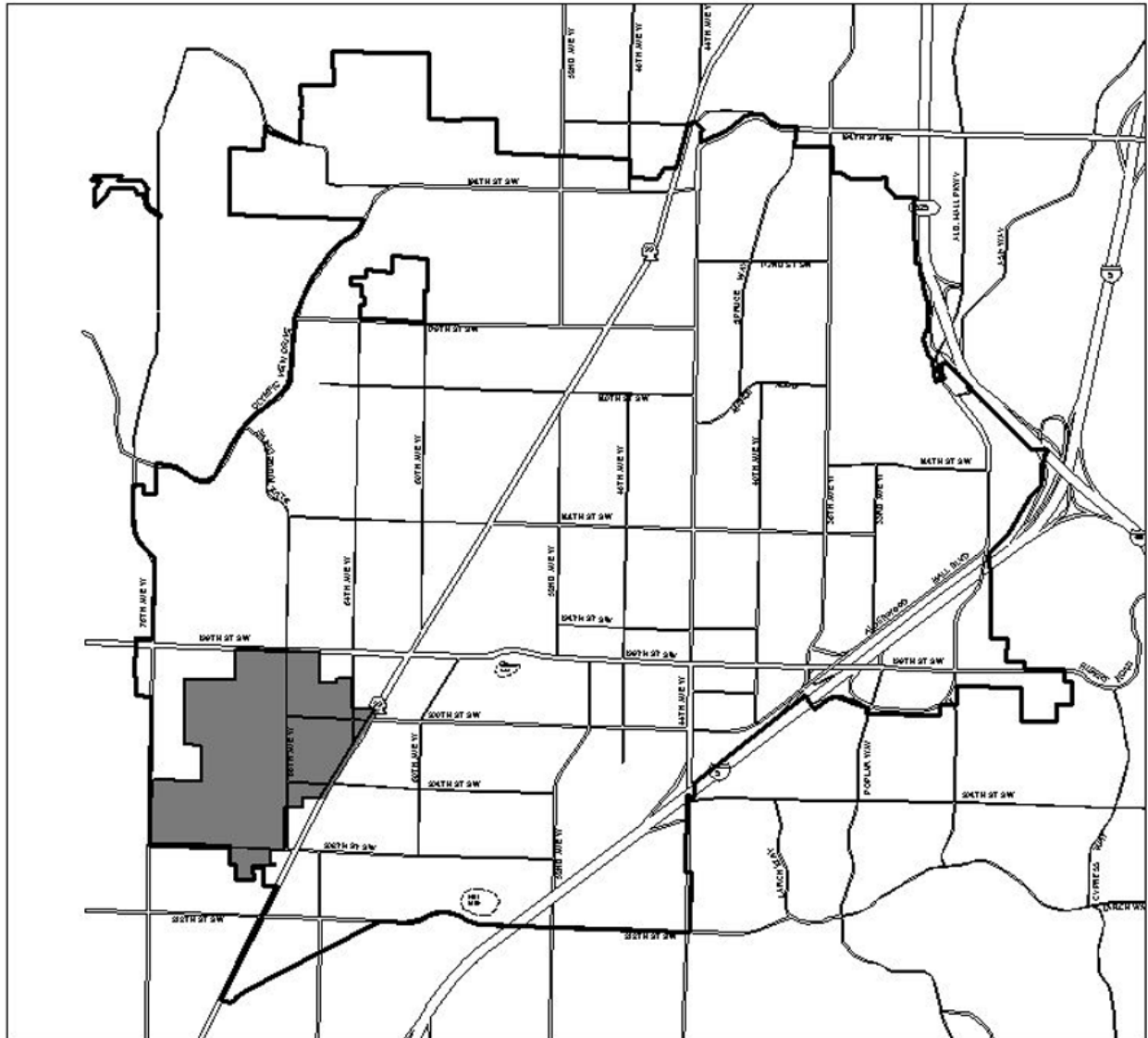
STUDY AREA AND COLLEGE CAMPUS – EXISTING CONDITIONS

Regional Context	
1995 Comprehensive Plan	
1995 Comprehensive Plan Future Land Uses	
Existing Land Uses	
Existing Land Use Facts	
Single Family Residential	
Multi-Family Residential	
Commercial	
Access and Circulation	
Transit	
Parking	
Transportation Mode Split	
Campus Form and Setting	
Utilities	
Neighborhood and Campus Development Potentials and Constraints	

EXISTING CONDITIONS

Regional Context

The Community College District is located in the southwest quadrant of the City of Lynnwood and includes the Edmonds Community College site and surrounding areas. The study area includes most of the properties within the College District and is made up of single-family, multi-family, commercial and public owned lands. As illustrated in the following map, the study area is generally bordered by 196th Street SW to the north, Highway 99 to the east, 208th Street SW to the south and 76th Avenue West to the west.

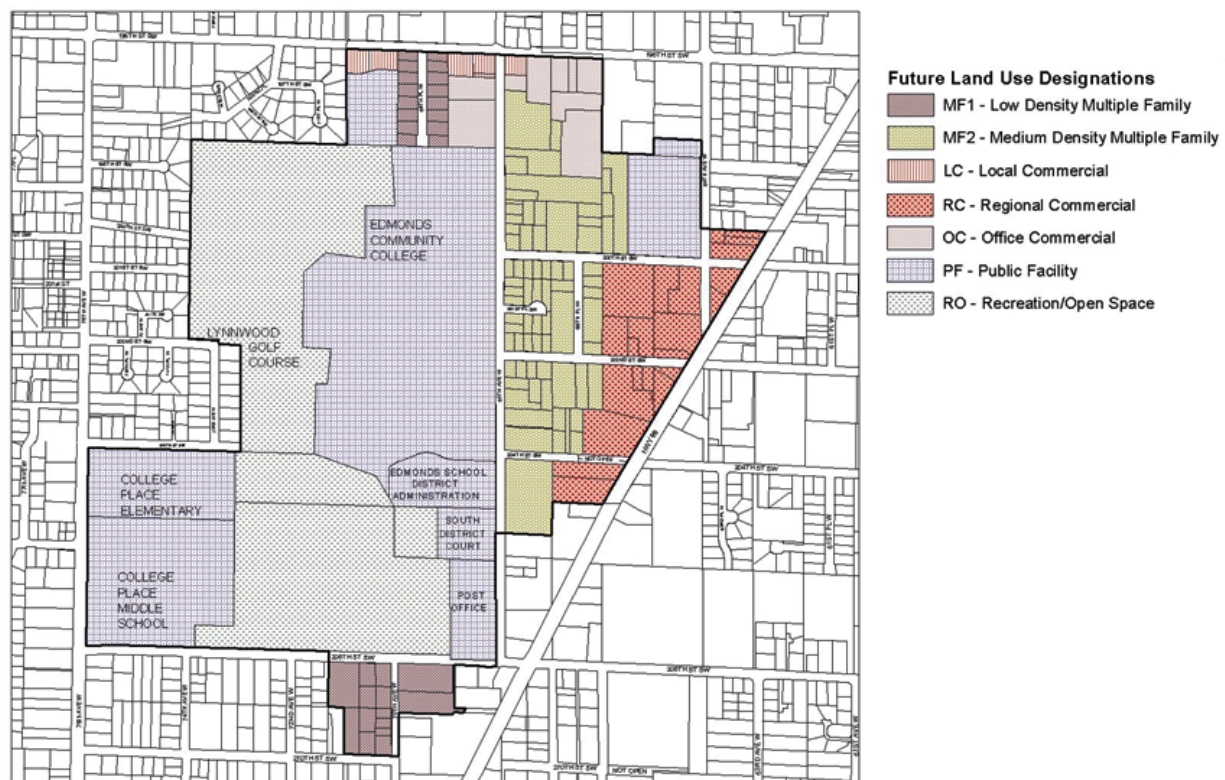


1995 Comprehensive Plan

Lynnwood's Comprehensive Plan identified the "Community College District" as an area of great importance to the community but also an area in need of a more specific plan. Thoughtful planning and appropriate development regulations and guidelines will help guide growth and change in the most desirable directions for the benefit of the college, the neighborhood and the entire Lynnwood community.

1995 Comprehensive Plan Future Land Uses

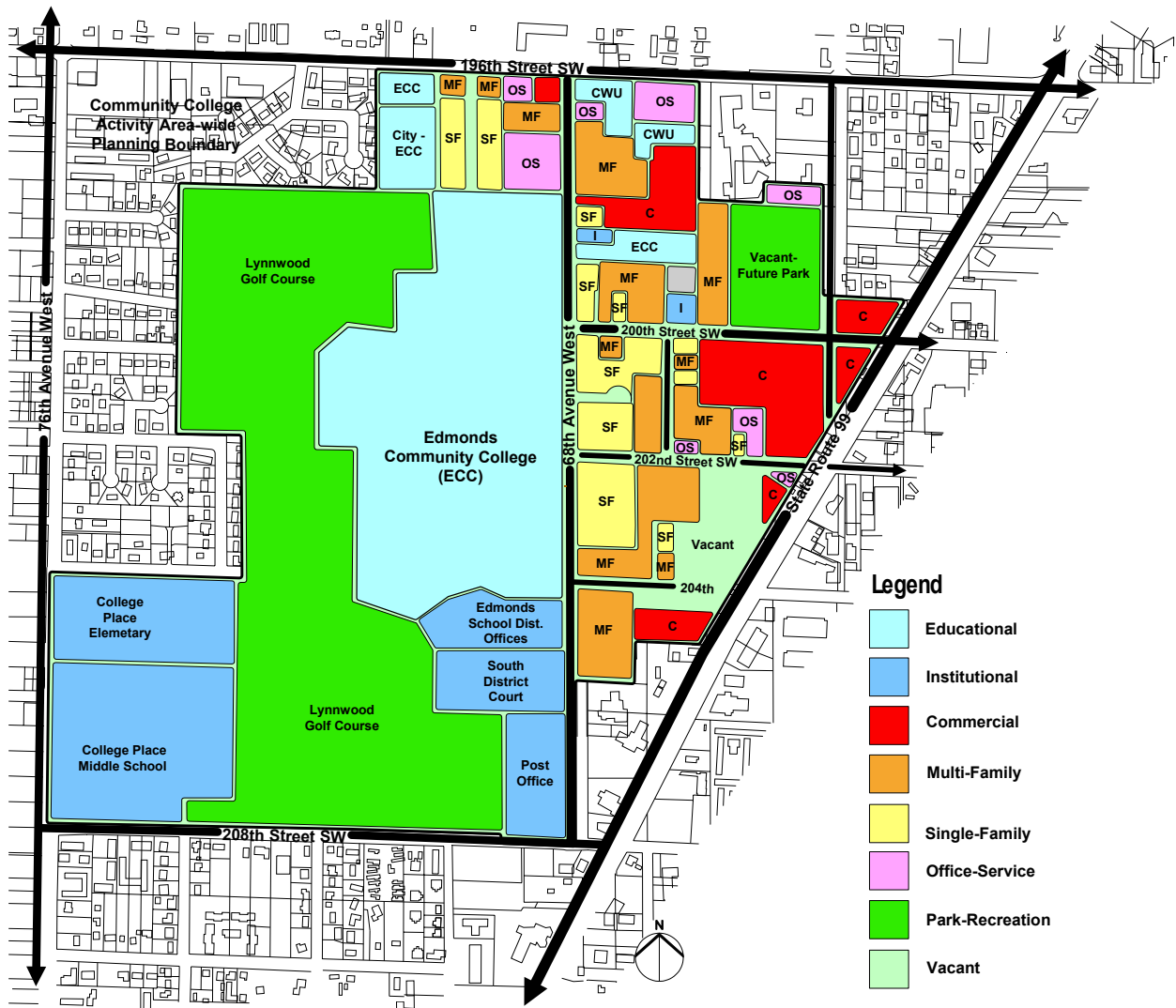
Overall, the 1995 Comprehensive Plan calls for an increase in residential density, continuation of auto-oriented commercials uses along Highway 99, and introduction of a new mixed-use area within a forested and undeveloped parcel. Residential densities are increased with the reduction in the number of single-family homes and an increase in the amount of medium density multiple-family areas. Predominant land uses include recreation/open space and public facilities such as EdCC, post office and South District Court.



Future Land Uses

Existing Land Uses

The study area contains as many as seven different land use types. One reason for this mix could be the influence of Highway 99 on the area during the past twenty years. Highway 99 is an active and busy state highway linking Everett and Tacoma. Predominant land use along the highway is commercial and retail businesses, oriented to an automobile environment. Over time many of the single-family residential homes especially those nearest Highway 99 have been purchased in clusters and converted to multi-family or commercial uses. Because of this change the area has become increasingly fragmented with a variety of land uses.



Existing Land Uses

Existing Land Use Facts

Primary Land Uses

Single Family Residential

Number of dwellings	65 Units
Approximate acreage	13 Acres
Average age of units	45 Years
Percent rental properties	29%

Multi-Family Residential

Number of dwellings	740 Units
Approximate acreage	28 Acres
Percent of rental units	81%

Commercial/Office

29 Acres

Edmonds Community College

Total Campus Area	50 Acres
Total Number of Campus Buildings	33
Total Gross Square Feet on Campus	425,000 GSF
Approximate Number of Parking Spaces	2,350 (off-street)

Other Institutions

115 Acres

Open Space/Park

7 Acres

Vacant Lands

8 Acres

Right-of Way

20 Acres

Total Area

270 Acres

Single Family Residential

Over time, many single-family residential dwelling units within the College District have converted to other uses such as condominiums, apartment buildings and commercial businesses. Two pockets of single-family homes still remain, although the area adjacent to 68th Avenue West is most susceptible to change due to its proximity to EdCC and increasing surrounding residential densities. Some of these properties are currently for sale or are being consolidated for re-development.



Multi-Family Residential

Multi-family residential dwellings units within the College District are located between commercial uses along Highway 99 and 196th Street SW and the single-family areas along 68th. This multi-family zone acts as a transitional zone between the single-family and commercial uses within the area. Most units were built before 1990 and vary greatly in density from 7 to 37 units/acre. Recently built multi-family units including condominiums and apartments provide a good example of what future multi-family may look like.



Commercial

Commercial uses within the College District occur along Highway 99 and 196th Street SW. Most of the commercial activity along Highway 99 serves regional customers and is very auto-oriented. Few, if any, pedestrian amenities exist along Highway 99 other than an occasional transit stop near major intersections. All parcels along Highway 99 are developed except for one property located at the 204th Street SW intersection. Future development of this parcel could provide a new image for the College District and future commercial redevelopment of Highway 99. Commercial activities along 196th Street SW are less regionally based and provide for pedestrian connections to adjacent residential neighborhoods.



Access and Circulation

The College District is served by a series of primary and secondary road systems including two state highways, major and minor arterial roads and neighborhood collector roads. Traffic generators include:

- Local and regional commuters utilizing SR-99 as a north/south route
- EdCC students and faculty utilizing 68th Avenue West, and 200th Street SW
- Commercial and retail business along SR-99 and 196th Street SW

Access to the EdCC campus is provided by 68th Avenue, which is classified as a Collector Arterial. Access to the campus area and to 68th Avenue is provided primarily by SR-99 and 196th Street, both classified as Principal Arterials, and by 212th Street, a Minor Arterial. Other streets providing access to the campus area to/from the north include 76th Avenue, a Minor Arterial, and 68th Avenue (north of 196th Street), a Collector Arterial. In addition, 200th Avenue and 208th Avenue each connect 68th Avenue and the campus driveways to SR-99 and areas to the east between SR-99 and I-5.

SR-99 is a 5-lane arterial that provides the main north-south arterial route through the Lynnwood/Edmonds area, with direct links to the Everett area to the north and the Shoreline/North Seattle area to the south. SR-99, which runs on a northeast-to-southwest diagonal, is located 2-4 blocks east of the EdCC campus and serves as the College District east boundary.

196th Street SW (SR-524) located along the northern study area boundary, provides the main east-west arterial route through the Lynnwood/Edmonds area, with direct links to downtown Edmonds and the Edmonds Ferry Terminal to the west and the Alderwood Mall area and I-5 to the east.

212th Street SW provides a secondary east-west arterial route through the Lynnwood/Edmonds area, linking downtown Edmonds, SR-99, and other north-south arterials to one another and to the east side of I-5. Although it is not within in the College District and does not have a direct connection to 68th Street and the campus driveways, 212th Street provides an important connection to Edmonds residential areas and to Lynnwood, Brier, and Mountlake Terrace neighborhoods east of I-5.

68th Street – This north-south road running through the heart of the Activity Area serves as the dividing line between college activities and “other” land uses in the area. An existing landscape buffer has been developed adjacent to the college’s parking lots that serves to screen views into the campus. The buffer has been effective in screening views of the parked cars although it has also inadvertently created a “wall”, physically separating land uses rather than integrating them together as one neighborhood.

68th Street



202nd and 204th Streets – In addition to primary and secondary roads 202nd and 204th Streets have the potential to play a more significant role in future access and circulation patterns. 202nd provides a direct link from the EdCC transit center to SR-99. 204th, currently a dead end one block east of 68th also has the potential to link EdCC with SR-99 by extending the road the full length from SR 99 and 68th Avenue West.



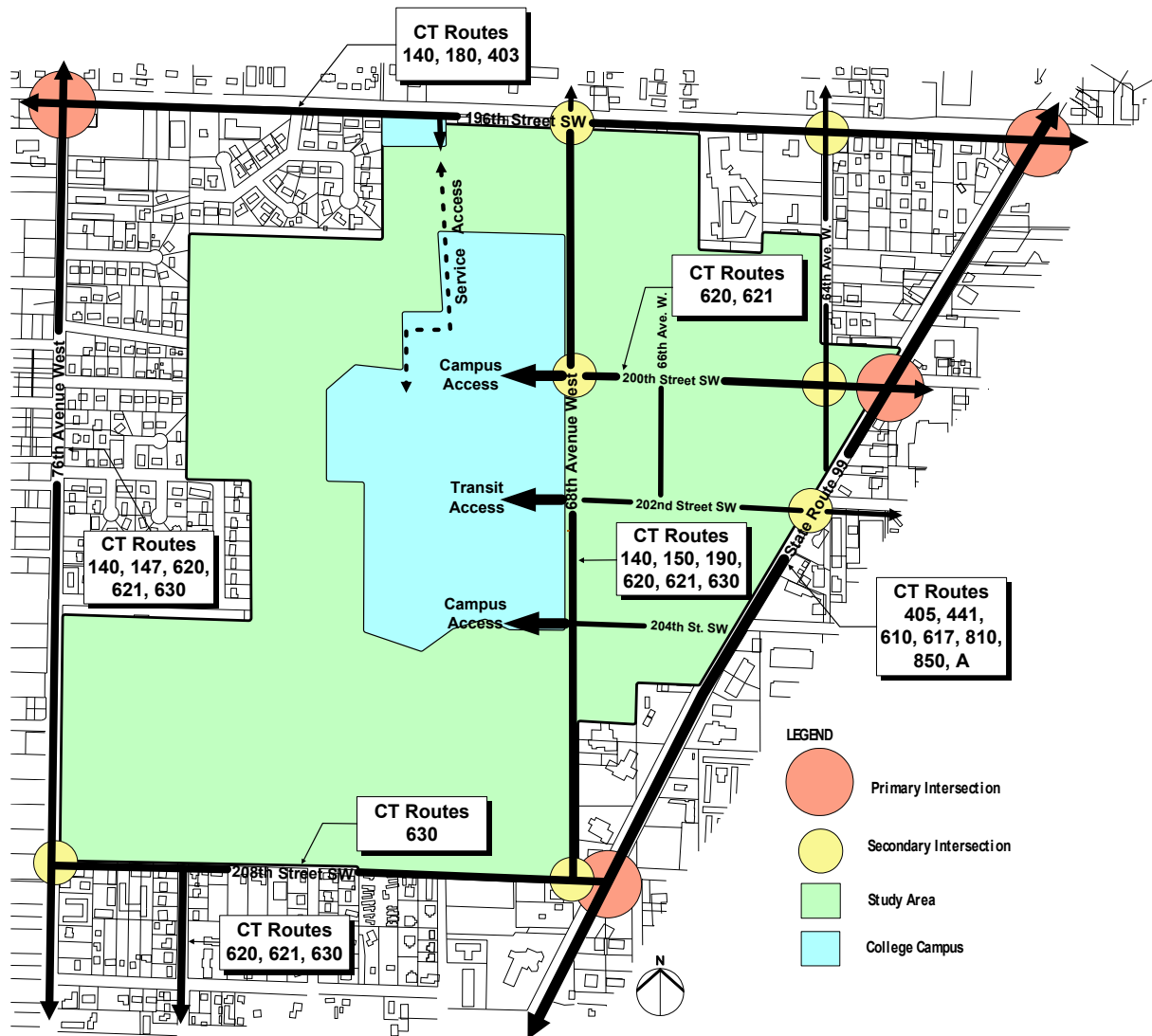
202nd Street



204th Street

Transit

Edmonds CC currently has excellent transit service. Community Transit (CT) operates a transit center on campus, which brings five CT bus routes literally to the doorstep of the school. In addition, there are several additional local and commuter bus routes that operate on 196th Street and on SR-99 within easy walking distance of the campus. The CT transit center is located on the eastside of campus, with direct access onto and off of 68th Avenue for buses. EdCC's Transportation Management Program operates the "Edpass" Program, whereby each student is provided with a free CT bus pass.



Existing Street Network and Transit Service
Existing Street Network and Transit Service

Parking

EdCC provides on-campus parking lots for students, faculty, staff, and visitors. The number of parking spaces provided is generally adequate to meet the demand. Although there are an adequate number of spaces (for current needs), not all the campus parking lots are used equally, creating high demand for some lots while others are often under-utilized. "Lot full" conditions, and the associated congestion and delay, occur on a regular basis. Future parking plans will address both existing circulation and access problems as well as providing additional needs.

Transportation Mode Split

In order to be able to accurately estimate future campus traffic volumes and impacts, future campus transit use and carpooling, and future campus parking requirements, the mode split (i.e., the relative use level of various transportation modes) and traffic patterns of current campus students, faculty, and staff was determined. The vehicle occupancy, bus rider, walk, and drop-off counts – and the mode splits derived from them were compiled. The analysis produced the following results:

- In the morning 72% of students, faculty, and staff arrive in single-occupant autos (SOV)
- 18% arrive in carpools
- 8% arrive on transit (much higher than at suburban activity centers, where transit use often is 2% or less)

The analysis concluded that transit use at EdCC is reducing the number of SOV, which in term reduces the amount of neighborhood traffic generated by the college. Although 8% transit use is commendable, the college is committed to aggressively pursuing other transportation demand programs and encouraging more transit use in the future.

Campus Form and Setting

Edmonds Community College is comprised of approximately 425,000 gross square feet in 13 major buildings on approximately 50 acres. The campus is organized as a dense pattern of buildings, walkways and plazas, surrounded by surface parking lots. Most buildings are two and three levels and are typically set no more than 100 feet apart. The compact organization of the campus provides convenient and reduced walking distances between buildings, making it possible to travel from one end of campus to the other in less than 5 minutes. Connections between buildings at the second level are also provided through use of pedestrian bridges, making linkages between buildings even easier.

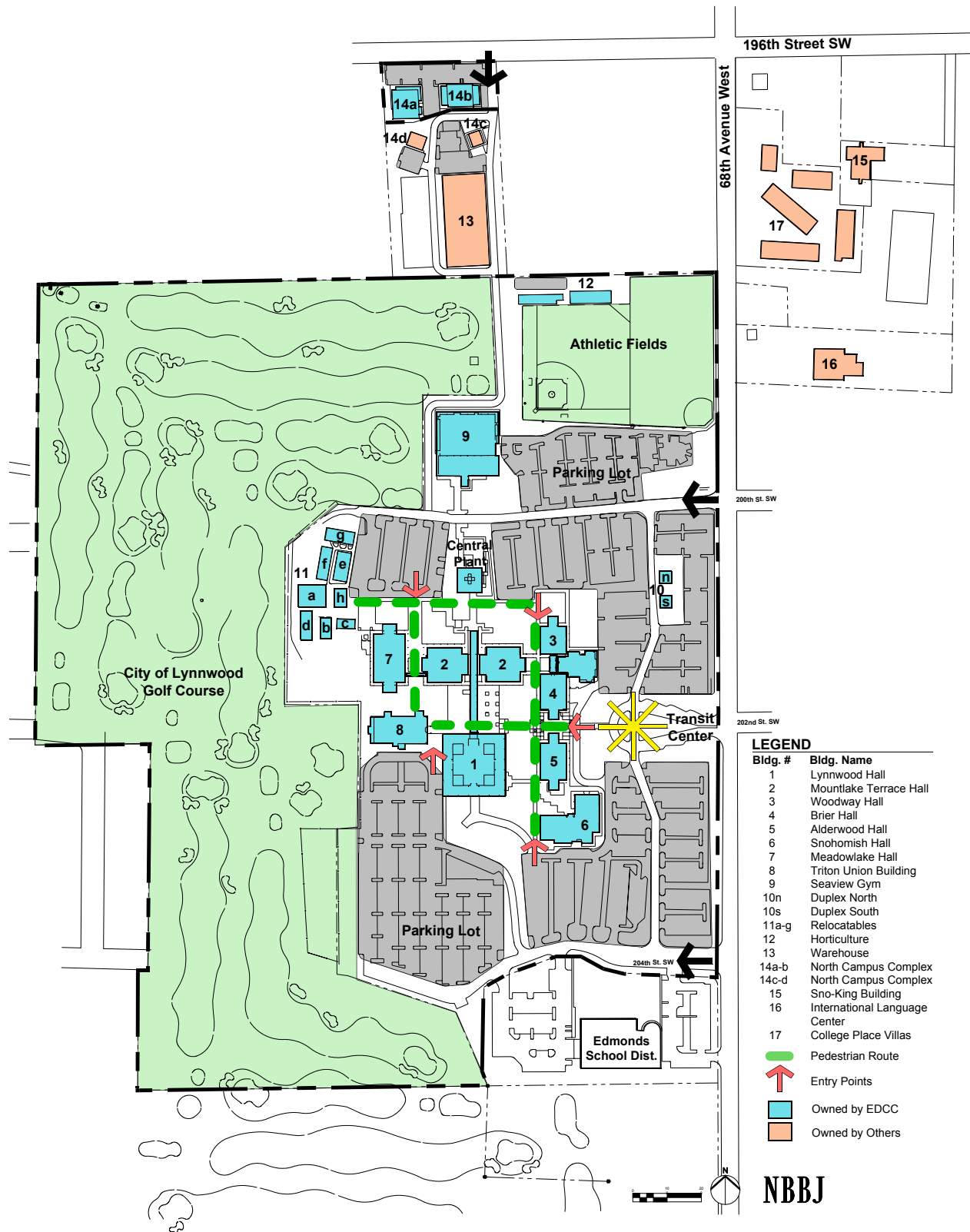
The campus' "front door" is integrated within an active and centrally located transit center, allowing convenient access to most campus buildings. Located at the west end of 202nd Street, the transit center acts as an entry court to the college and has the potential to serve the adjacent neighborhoods as well as the college. While the campus has a clearly defined front door along 68th Avenue, it has no access from the west along the golf course. The entire western boundary of the campus borders on the City of Lynnwood Municipal Golf Course. While there is no vehicular or pedestrian access from the west, the golf course and the college have worked to be compatible neighbors. This is evidenced through the joint use of the Triton Union Building, which operates both as golf proshop and student center.

Clear wayfinding and access between buildings and from parking lots is easily achieved. Pathways are gracious and landscaped with accent materials to delineate entry points.



Campus open space is well developed and organized. Hierarchy of spaces provides clear definition of outdoor rooms, gathering areas, and circulation routes.





Existing Campus Uses

Utilities

The City of Lynnwood provides sanitary sewer, fire protection and domestic water, and storm drainage utilities within the College District and to the EdCC campus. A review of existing locations and capacities of all utilities was conducted as part of the master plan process. Technical information and utility mapping is documented in a separate report entitled EdCC and Areawide Plan – Planning Background Report.

Sanitary Sewer

Review of the City of Lynnwood Comprehensive Sewer Plan indicates sufficient capacity is available to accommodate additional buildings on the EdCC campus as well as the identified future land uses as designated in the 1995 Comprehensive Plan. A section of sewer line near the treatment plant is the only transmission main between the College District and the treatment plant identified as under capacity. This section of pipe is included in the Capital Improvements Program.

Domestic Water Supply

The existing water main system and water supply appear adequate to provide fire flows for the campus and additional buildings on the EdCC campus as well as the identified future land uses as designated in the 1995 Comprehensive Plan. The only deficiency found is an excessively long (greater than 50 feet) 6 inch diameter fire hydrant service line east of Brier Hall on the EdCC campus. The fire hydrant service line will require replacement to a higher volume capacity line. Most buildings on the EdCC campus are not sprinklered and additions or in-fill development adjacent to existing buildings will require providing sprinklers for new and adjacent existing structures.

Storm Drainage System

The City of Lynnwood is currently operating under a storm drainage ordinance adopted in 1977 with subsequent amendments in 1989. This ordinance requires stormwater detention and water quality treatment facilities for new building construction, replacement of existing pavements, and for parking areas associated with new buildings. A new ordinance, intended to comply with current Department of Ecology (DOE) guidelines, is anticipated within 6 months to 2 years. This ordinance will likely require new construction and replacement of existing asphalt surfaces to develop stormwater detention and water quality treatment facilities. Currently, the majority of the EdCC campus is not in compliance with current DOE stormwater detention and water quality standards. The City of Lynnwood will likely require EdCC to upgrade over time in a phased approach as new building projects come on line.

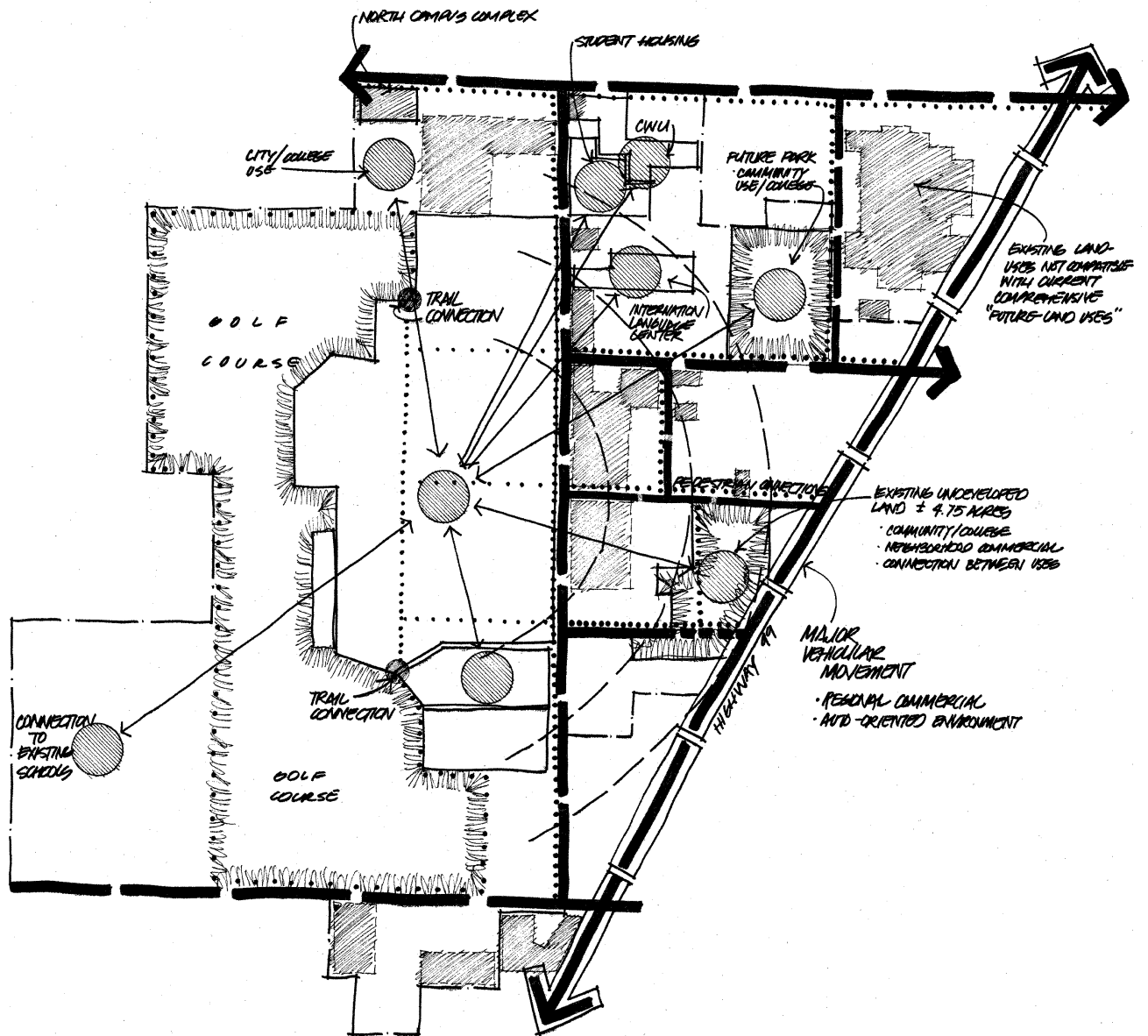
Storm drainage from the campus flows in three directions (north, east and west) into four drainage sub-basins, all tributary to Lake Ballinger. Only three areas on campus provide for stormwater detention, including Snohomish Hall, Alderwood Hall, and the parking lots east of Brier Hall and south of the soccer field. Water quality swales treat a portion of the parking lot southeast of Snohomish Hall, east of Brier Hall, and the parking lot south of the soccer field.

Additional technical information and analysis has been prepared and is available in a separate document entitled EdCC and Areawide Plan – Planning Background Report.

Neighborhood and Campus Development Potentials and Constraints

Development to meet future needs and conditions logically recognizes existing potentials and constraints on the campus and in the surrounding area.

The potentials and constraints for the College District and EdCC Campus are summarized and explained in the following material.



College District Potentials and Constraints

College District Potentials and Constraints

Potentials

Opportunities to increase the quality, character and image of College District

Many parcels within the study area are ready for change

Many parcels within the study area are underutilized

Opportunity to better define neighborhood circulation systems

Potential to complete existing but partially developed roads

Existing transit center at EdCC underutilized

Areawide greenways and paths are incomplete and could be connected

Constraints

College District commercial businesses primarily relate to the auto-oriented consumer travelling along Highway 99, few commercial business exists to sustain the existing residential population

Multi-Family dwelling units vary greatly in quality, character and value

Modification to traffic circulation and intersection control along Highway 99 is tightly controlled by State Department of Transportation

Traffic volumes at 196th Street SW and 208th Street SW are near or above capacity during peak commuting times

202nd Street does not provide vehicular access entry into EdCC campus

Actions/Impacts

Designate more complementary land uses adjacent to the EdCC campus, specifically along 68th Avenue West and 202nd Street SW

Influence and direct future land uses to complement the continuing urbanization of the College District

Maximize future land use opportunities within the College District given its proximity to Highway 99

Develop a hierarchy of vehicular circulation patterns and access points within the College District

Provide for additional connections between the EdCC campus and Highway 99 by extending and redeveloping 204th Street between 68th Avenue West and the highway and by extending 66th Place from 202nd to 204th Streets

Utilize the existing transit center as a neighborhood transit center and community resource

Provide for pedestrian, open space, and recreational amenities through new linkages between City of Lynnwood Municipal Golf Course, city park and improved streetscapes

Actions/Impacts

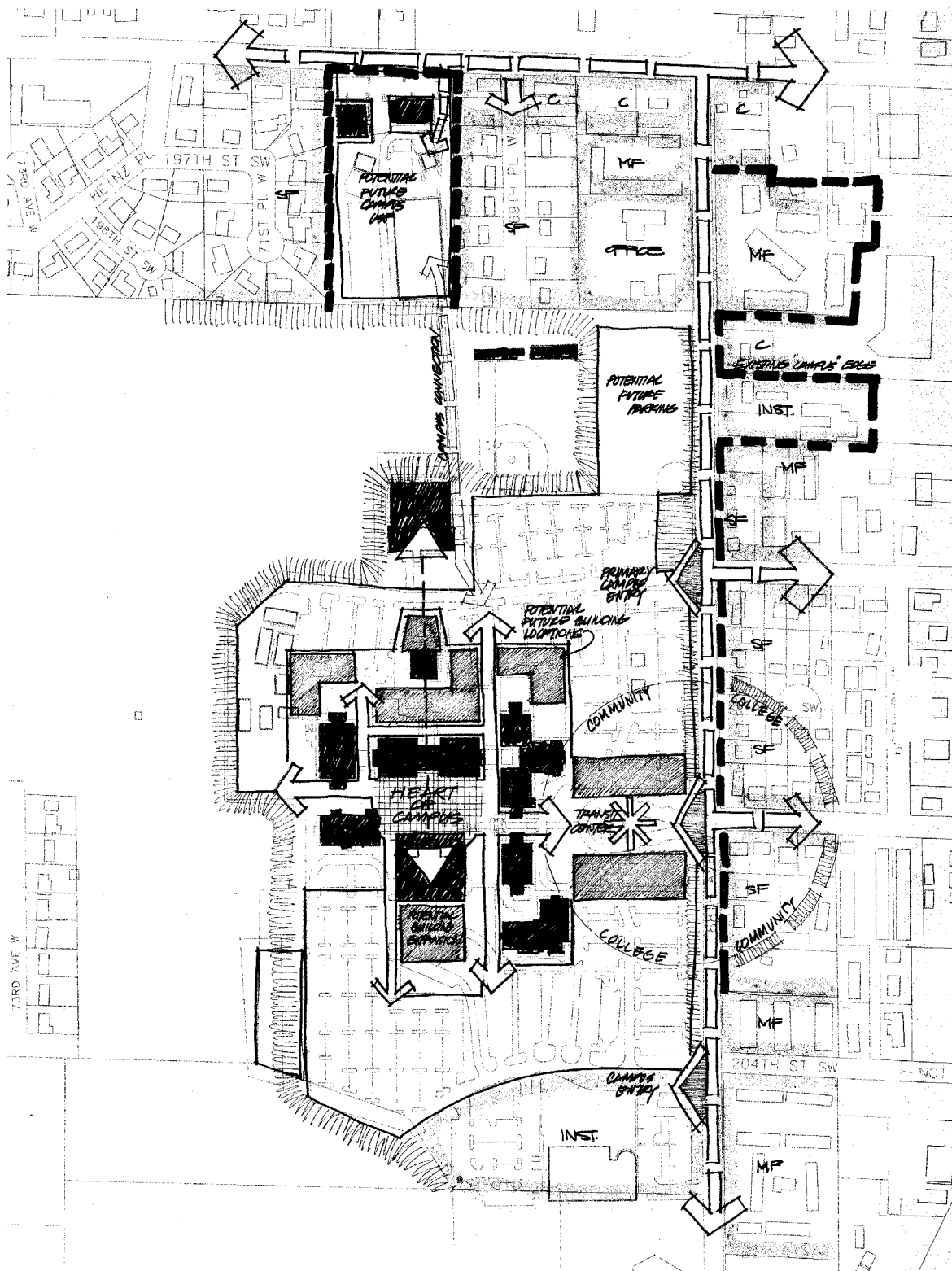
Encourage neighborhood-oriented commercial businesses

Define better residential development standards

Minimize the number of improvement suggested along Highway 99 but maximize their potentials

Find alternative vehicular routes such as an improved 204th Street

Focus additional transit and pedestrian use at this entry as a "community front door" to the campus



Campus Potentials and Constraints

Campus Potentials and Constraints

Potentials

Infill development opportunities available near and adjacent to existing campus structure

Significant opportunities exists to better integrate college campus and setting with adjacent neighborhood to east

Centrally located transit center with potential to serves as major public “front door” to campus and adjacent neighborhood

Existing pedestrian circulation including campus entry points, open space, and outdoor rooms are well organized and conducive to an active campus environment

Majority of campus parking lots are well organized allowing easy and convenient access to central campus area and majority of classroom buildings

Centralized utility distribution system allowing efficient use of resources

Constraints

Land-locked campus – no additional undeveloped acreage available for campus development or open space/recreational use

Majority of areas best suited for additional campus buildings occur on existing parking lots requiring replacement stalls to be built in future

Limited vehicular campus access provided at 68th Avenue West and 200th Street and 68th Avenue West and 204th Street

No vehicular campus access allowed at 68th Avenue West and 200th Street

Vehicular access from north, west and south constrained by existing developed parcels and absences of roads

Poor physical and functional relationships between North Campus Complex and main campus

68th Avenue West functions as a barrier or separator from adjacent neighborhood

Actions/Impacts

New campus buildings should be built immediately adjacent to existing buildings

Blend the lines between public college facilities and private businesses and residences

Provide a new focal point or center for neighborhood

Additional pedestrian connections should be developed adjacent golf course and nearby city park

Continue to develop parking facilities near the existing entry points and in close proximity to existing and future buildings

New buildings should be connected to central utility system and developed in close proximity to each other

Actions/Impacts

Maximize developable area near existing buildings

Utilize the limited land more efficiently, use parking garages

Develop new campus drive along 68th Avenue, north of 200th Street

Maintain access as transit only and encourage increased transit use

Maximize access to multiple campus parking areas along 68th Avenue

Provide improved pedestrian access between north and south campus

Integrated land uses on both sides of street

COLLEGE DISTRICT PLAN PART 3

AREAWIDE AND CAMPUS MASTER PLAN

TRANSPORTATION SYSTEM IMPLEMENTATION PLAN

AREAWIDE AND CAMPUS MASTER PLAN

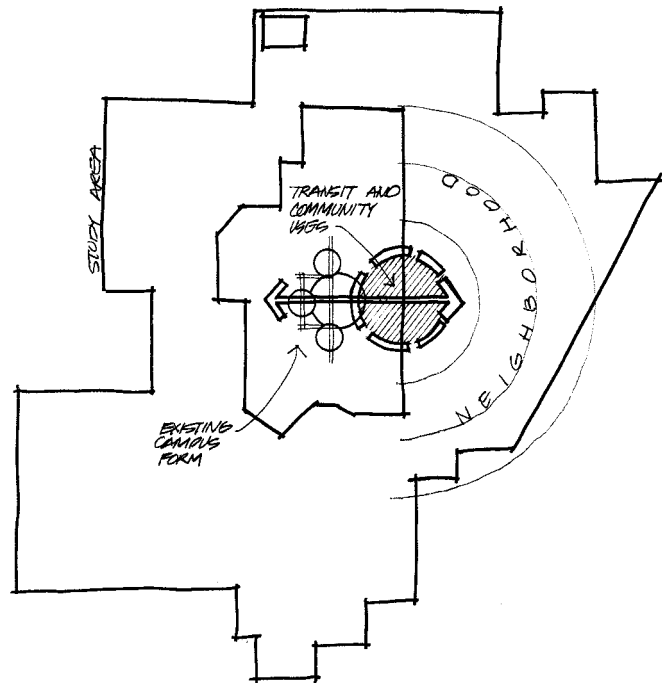
Precepts

The following planning and design precepts for the plan were identified by the consultant team over the course of the study effort. Many of these came from the worksessions with the various “publics” involved in the effort: students, faculty, staff, and neighbors. Design precepts are typically considered individual design elements or concepts that help shape or form the outcome of a design effort. In the case of this planning effort, many of the design precepts were developed from early project goals and objectives. Design precepts played a key role throughout the entire planning process from shaping preliminary design concepts through evaluating the appropriateness of the final plan.

Final Development Precepts

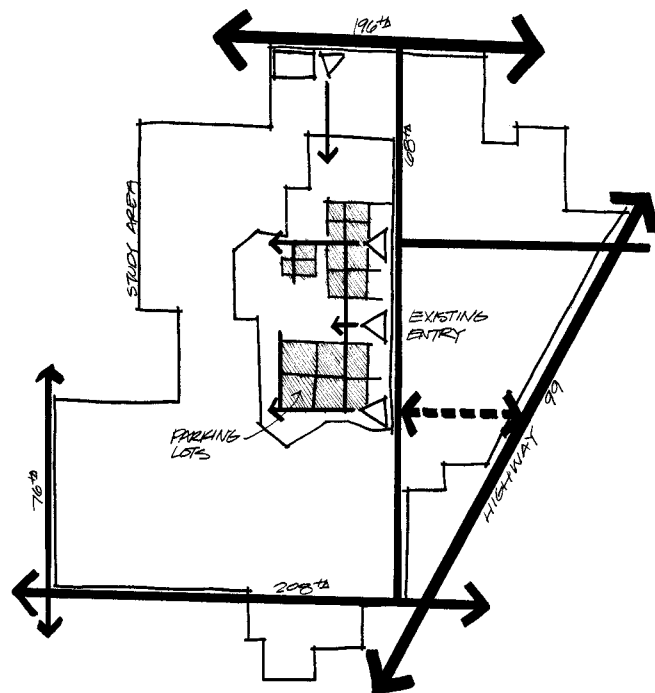
“Community”

- Create a sense of community – Centralize community resources and programs
- Improve the interface between the college campus and the surrounding community
- Future land use should be complementary to the needs of the college and neighborhood
- Provide community-based commercial opportunities
- Provide educational, recreational and cultural opportunities for the entire neighborhood area



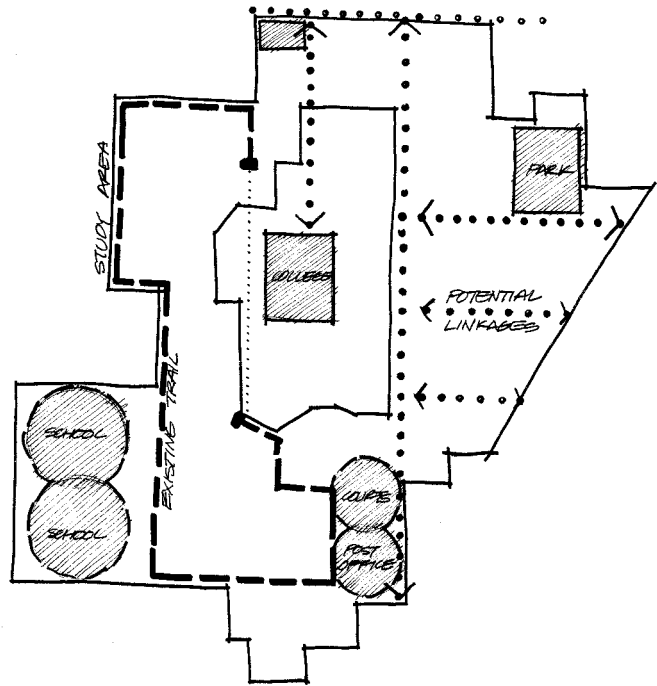
“Access”

- Accommodate increasing traffic with attractive and functional street improvements while promoting mobility through alternatives that minimize neighborhood congestion
- Maintain and respect the existing street and traffic hierarchy
- Minimize traffic congestion in campus parking lots and on perimeter streets around the college
- Maximize and better define the neighborhood street hierarchy



“Connections”

- Provide pedestrian and bicycle connections between transit center, public facilities, parks and open spaces
- The college and neighborhood should connect to Highway 99 – provide a front door to the community at Highway 99
- Provide for city and regional connections via expanded use of the transit center



Areawide Master Plan Concept – Summary Description

The concept unifies the College District into one district, one place. The concept blends college activities, multi-family residential and community-oriented commercial facilities. In pursuing compatibility among the area's properties, the College District is seeks a neighborhood with distinctive character and identity.

Other than the eventual replacement of single-family uses, the concept does not significantly change the existing land uses, only build on them. The concept recognizes and maintains the auto-oriented and regionally based commercial uses along Highway 99. The concept also recognizes the growing and changing nature of the EdCC campus and the dependency on the automobile as a primary source of transportation for most area residents and college students.

Change in land uses along Highway 99 is not proposed, although new and redeveloped parcels should conform to new development standards intended to improve the quality and character of the neighborhood. In many ways Highway 99 represents a "front door" to the neighborhood and college and the concept reflects this notion, embraces it and suggests it should be emphasized. The character and image projected along Highway 99 should reflect the identity of the community it fronts.

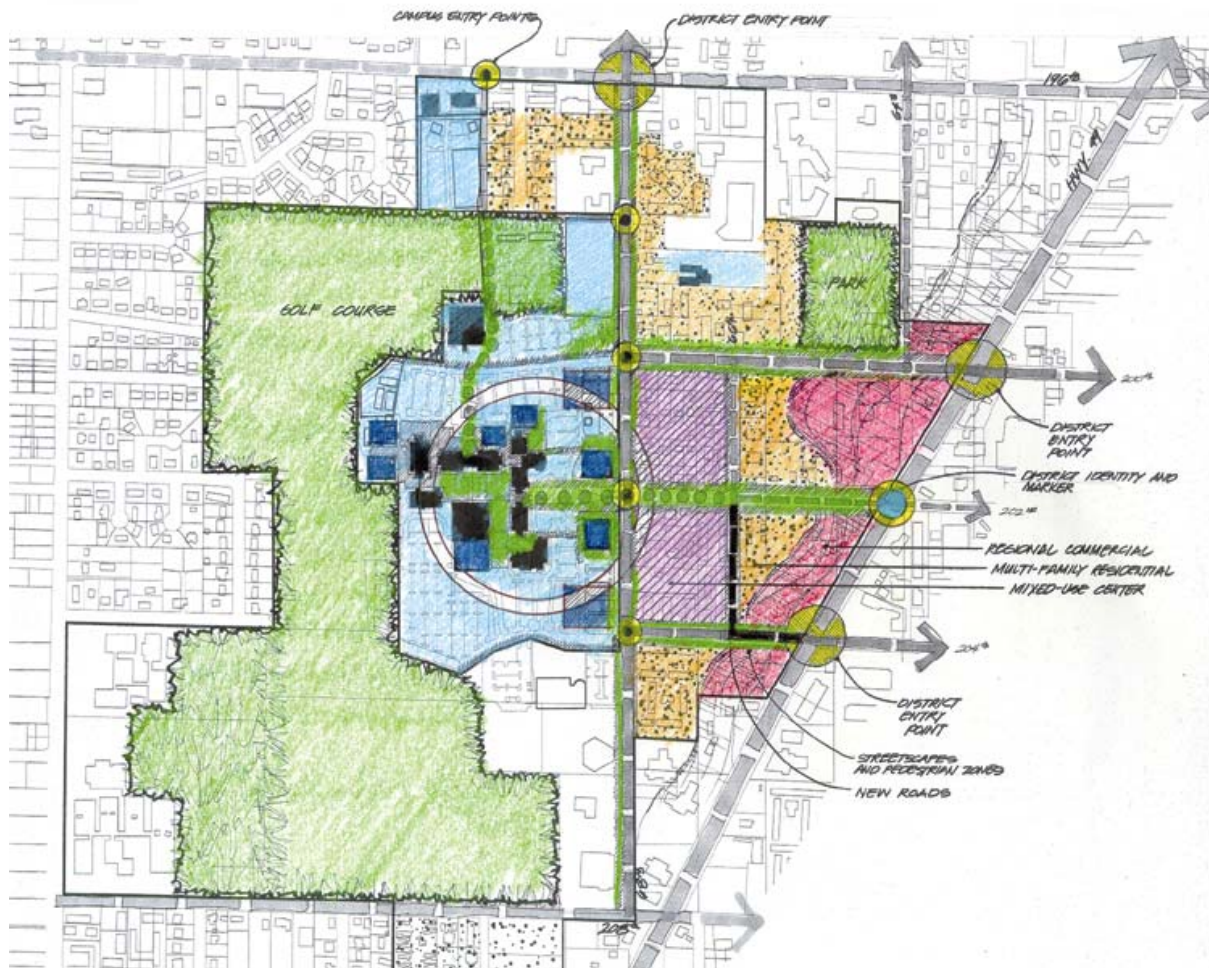
The master plan concept pushes EdCC out toward the community, encouraging the campus to grow into and with the neighborhood. An increased emphasis is placed on the existing transit center, encouraging additional students, faculty, staff and nearby residents to utilize the transit center as a community resource and as alternative mode of transportation. The concept embraces EdCC as a primary land use, designating complementary and compatible land uses near and adjacent to the campus edge.

The existing single-family area east of the college is, over time, converted to a mixed-use center. The center, or "college district," encourages ground level commercial and retail uses, office and service use and multi-family residential all in a pedestrian-oriented environment intended to blend with and support an expanding community college environment. As an active pedestrian and retail environment, the mixed-use center is strengthened by edges and boundaries through road extension on both 66th Place and 204th Street.

Strong pedestrian connections are developed between the college and the mixed-use center. Pedestrian-oriented streetscapes along 68th Avenue and 202nd Street are developed. The existing transit center located within the EdCC campus becomes more than a college bus stop. It becomes the heart of the campus and neighborhood linking the two together as one very active urban node.

Neighborhood streets are better defined, developing a hierarchy of primary and secondary vehicular routes, transit and pedestrian streets. 200th Street is maintained as a primary vehicular route providing access to and from the College District. 204th Street is redeveloped and extended to allow primary vehicular access between Highway 99 and 68th Avenue. 202nd Street is redeveloped with a pedestrian and transit theme including wider sidewalks, street trees, bike lanes and street furniture. The existing transit stop located at Highway 99 and 200th Street is improved and transformed into an informal gateway to the College District.

Open spaces, new streetscapes and recreation amenities provide the necessary elements to link and connect the College District together as one district, one place. Few neighborhoods within the City of Lynnwood host both a publicly owned 18-hole golf course and a five-acre forested park. These two amenities are linked together and to the rest of the College District making the neighborhood a more livable and vibrant place to live, work and play.



Areawide Master Plan Concept



College District Gateway at Highway 99

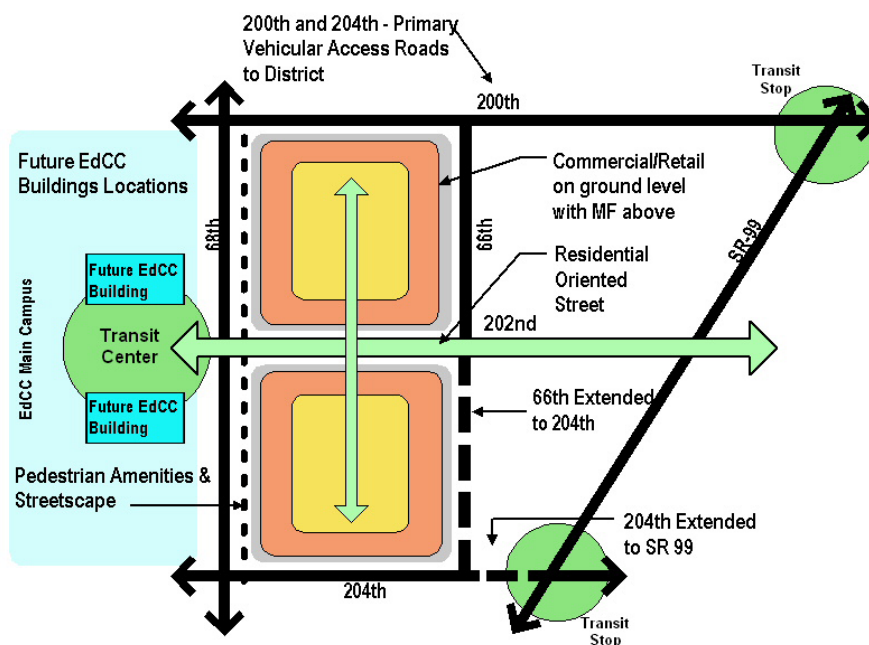
Mixed-Use Center

A key component of the Areawide Plan is the eventual phased redevelopment of a mostly single-family residential neighborhood to a mixed-use center. Based on land use analysis conducted early in the planning study, the single-family residential neighborhood adjacent to 68th Avenue was determined to be very susceptible to change. Development pressure from increasing residential densities and intensifying areawide traffic volumes are contributing to the change. Rather than allowing the change in land use to occur by chance, the new mixed-use center is planned and implemented by specific development and land uses guidelines. Over time the area evolves into a more active urban center, building linkages and connections between land uses, creating a vibrant place to live, work and provide higher educational opportunities to neighborhood and regional residents.

The mixed-use center is located east of EdCC along 68th Avenue West between 200th and 204th Streets. The center, generally considered one area, is actually two different but closely related environments:

- A quiet multi-family residential neighborhood-oriented toward 66th Place, and
- An active pedestrian-oriented commercial/retail/service and community district facing EdCC along 68th Avenue

The center provides a land use environment that bonds together the changing character of the study area, mainly the expanding multi-family residential and the anticipated long-term growth of EdCC. The center is the point where the college integrates itself into the neighborhood as a community resource – and where the neighborhood progresses along with the college developing complementary land uses, benefiting both.



Mixed-Use Center Design Consideration

- Reduce overall width of 68th Avenue – This is intended to slow vehicular traffic along 68th Avenue, increasing pedestrian flows between the college and the neighborhood.
- Locate new commercial and retail buildings along street frontage, enlivening the street with pedestrian activity – Parking lots should be located within the interior of the center, screened from view along 68th Avenue and 202nd Street.
- Provide bicycle lanes and bicycle parking/amenities in commercial and multi-family areas.
- Provide pedestrian friendly streetscapes around the perimeter of the mixed-use center – Landscape theme would reflect on the adjacent pedestrian-oriented college campus providing a very visible and physical linkage between the two areas.
- Provide on-street short-term parking along east side of 68th Avenue and both sides of 202nd Street – This will benefit the businesses located within the center.
- Focus pedestrian and transit related facilities and amenities along 202nd Street – This will improve the desired pedestrian connection between Highway 99 and EdCC.



View of Mixed-Use Center from Campus

Areawide Land Use Plan

The Areawide Land Use Plan illustrates eight distinct land use designations for the Community College District including:

1. Medium Density Multi-Family
2. Mixed-Use
3. Local Commercial
4. Office – Commercial
5. Regional Commercial
6. Public Facilities – College Use
7. Public Facilities
8. Open Space – Recreation

All proposed land use designations are consistent with the current Future Land Use Plan -- no new designations have been introduced. The Areawide Land Use Plan closely resembles the City's current Future Land Use Plan with the following exceptions.

Mixed Use

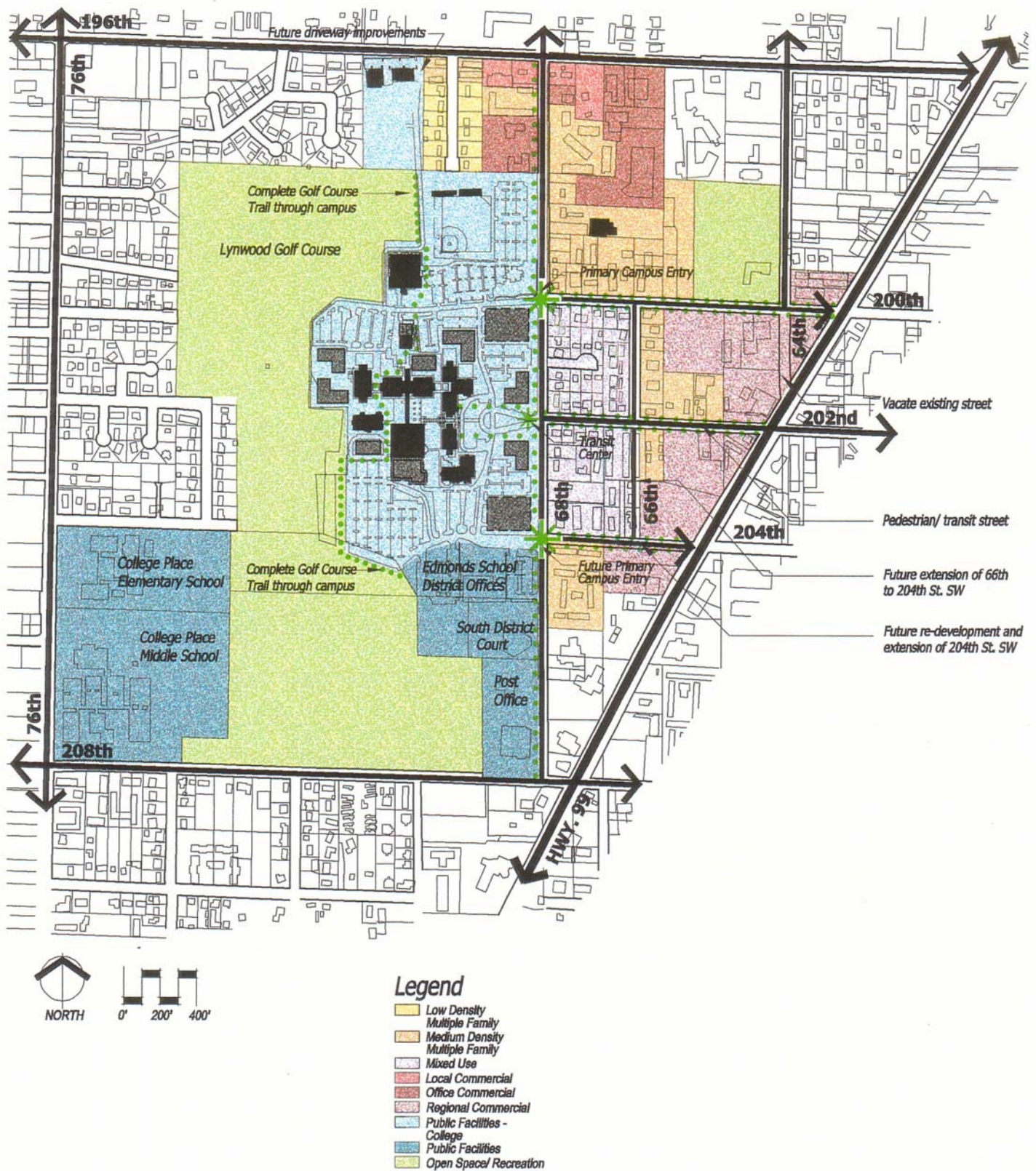
The mixed-use center, as described in the previous section, has a more significant and vital role within the College District than the current Future Land Use Plan. The mixed-use center is located east of EdCC between 68th Avenue and 66th Place and between 200th and 204th Streets. The mixed-use center will integrate existing multi-family residential units and, over time, convert single-family residential units to a mix of commercial, retail and additional multi-family units. The Land Use Plan also proposes to change the designation of the public park site at 64th Avenue and 200th Street from "MU" (Mixed Use) to "RO" (Recreation/Open Space).

Public Facilities – College

This area remains largely the same with the exception of the City-owned property north of the athletic fields currently occupied by a warehouse building. The Land Use Plan designates this parcel for potential future use by the college for parking expansion and as an additional vehicular entry to the college. Current use such as the golf course maintenance facility would be relocated closer to the golf course in conjunction with the pro shop.

Regional Commercial areas along Highway 99 remain unchanged. The determinants that dictate the extent and nature of development along the highway are significant and outside the scope of this planning effort. The planning study suggests careful review of current land use restrictions and development standards within the Regional Commercial designation to better reflect the new intended vision of the College District.

The College District Plan subarea is intended for a variety of housing types and levels of affordability, including income-restricted and subsidized multifamily housing units. The City regulates the construction of housing but does not directly build housing. The City will serve as a partner to encourage housing that meets the diverse housing needs of the community. The City will work with housing providers to create and preserve affordable housing serving households at 80% area median income (AMI) or below.



Edmonds Community College Areawide Master Plan

Areawide Vehicular and Pedestrian Access

Vehicular access to EdCC and throughout the College District is clearly defined with an established hierarchy of primary, secondary and pedestrian streets. The Areawide Plan considers the character and functional qualities of each street and strengthens the circulation system by building on existing desirable elements and reducing the degree of non-functioning elements. The plan has been designed to include built-in mitigation for the added traffic and parking impacts that may result from college and off-campus development.

Hierarchy and Description of College District Streets

68th Avenue West – This street functions as the primary north/south arterial through the College District. 68th Avenue West will continue to serve as EdCC's front door and primary access street. Increased pedestrian activity and streetscape amenities are proposed along 68th Avenue West between 200th and 204th Streets, including:

- Narrower street width and vehicle travel lanes through the mixed-use center.
- Traffic calming devices to slow traffic and allow easy pedestrian flows across the street.
- Right angle on-street parking in front of the mixed-use center – east side of street.
- Streetscape and other pedestrian amenities.

200th Street SW – This street functions as a primary east/west arterial through the College District and is used as the primary entrance to EdCC. The intersection of 200th Street and Highway 99 develops as a visual node and neighborhood gateway including the following elements:

- Improved transit shelters and pedestrian environment at Highway 99.
- Entry monuments or features marking the College District and EdCC.

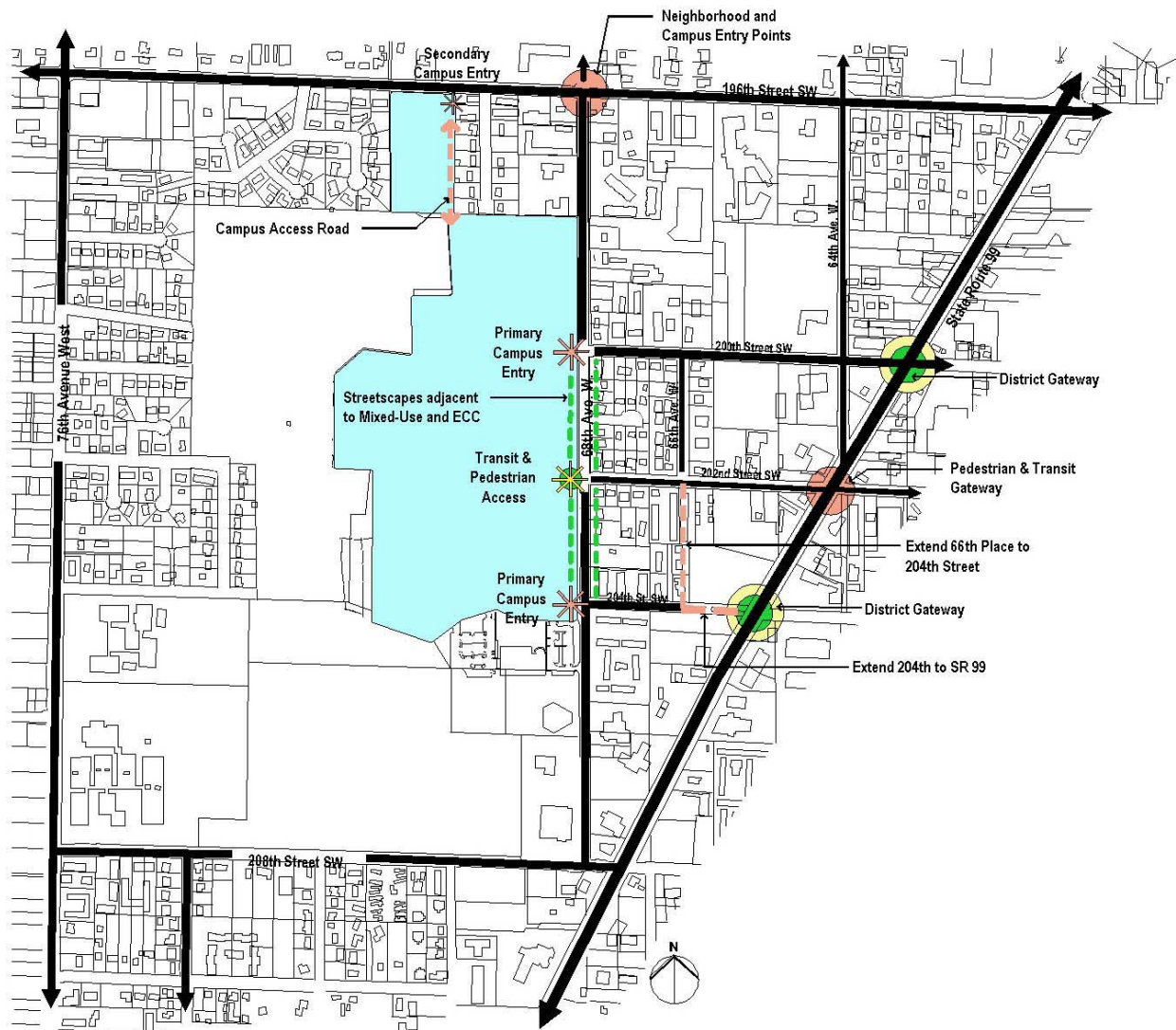
204th Street SW – This street serves a new and expanded purpose within the College District as a primary east/west arterial, connecting EdCC to Highway 99. The plan proposes extending 204th Street from the point at which it currently dead-ends, to Highway 99. Signalization at Highway 99 will likely be required although it is in keeping with the signalization pattern of every 4th block along Highway 99. In the future, 204th Street will serve a similar role as 200th Street, providing additional vehicular capacity to the College District and serving as a major entry into the EdCC campus.

196th and 208th Streets – Both of these streets border on the College District and serve as primary east/west arterials. No significant changes are proposed for either of these two streets as the Plan has focused on the internal street framework of the College District and the connections between EdCC and Highway 99.

202nd Street SW – This street is transformed into a highly pedestrian-oriented environment linking the EdCC campus to Highway 99. While 200th and 204th Streets provide significant vehicular volume, 202nd Street is intended to carry fewer cars and allow pedestrian and transit flows between the EdCC transit center and Highway 99.

- A unique and recognizably different street tree theme extending from Highway 99 to the interior of the EdCC transit center.
- Pedestrian amenities along both sides of 202nd Street encouraging pedestrian flows from EdCC to the mixed-use center and from Highway 99 to the mixed-use center.
- Pedestrian connections to intersecting neighborhood streets allowing area residents to utilize and benefit from the transit services either at EdCC or along Highway 99.

66th Place SW – Currently only developed between 200th and 202nd Streets, 66th Place SW is extended between 202nd and 204th Streets. This provides improved vehicular and pedestrian flows through the College District and provides a physical boundary better defining the mixed-use center.



Areawide Vehicular and Pedstrian Circulation

EdCC and Neighborhood Transit Center

The College District is activated and energized through continued and expanded use of the transit center. Today approximately 8% of the student, faculty and staff at EdCC utilize the transit center as their mode of transportation to and from the college. The Areawide Plan considers the transit center as a key element in providing a linkage between the college and the neighborhood. Development of the mixed-use center immediately adjacent to the transit center and continued increase in multi-family residential dwelling units will both benefit from this significant existing transportation amenity.



College Master Plan

Measuring the success of a college master plan can be determined by evaluating whether or not the physical setting and programmatic relationships among buildings and spaces are consistent with the college's mission. Clear evidence that Edmonds Community College is achieving its mission is apparent due in part to a well organized and functional campus environment. Future campus development including buildings, parking lots, open spaces and infrastructure should reflect on the existing campus organizational principles. These principles include:

Centrally organized buildings and spaces, including a campus center – The master plan builds on the existing framework of buildings and outdoor spaces. New building locations are indicated near and adjacent existing campus buildings, expanding on a centrally organized campus. This provides continued benefits to students, faculty and staff who through the course of a day walk back and forth across campus many times. The campus center or “heart” is enhanced by distributing new building locations equally throughout the campus, thus keeping the center in place.

Locating and developing future parking garages on the edge of campus along 68th Street – The master plan builds on the existing framework of parking lots, vehicular circulation and campus entry points. Future parking garages are to be developed near the existing entry driveways at 200th and 204th in close proximity to existing and future campus buildings. These locations allow students, faculty and staff to enter the campus and immediately park the vehicles without wandering through acres of surface parking lots and traffic. Additionally, parking garages located at the edge of campus allow infill building development to occur adjacent to existing buildings, maintaining and expanding the desired building and open spaces patterns.

Hierarchy of campus open spaces – The areas between buildings are perhaps the most important spaces on any college campus. Campus open spaces are the fabric that weave all college functions together as one place, one setting. In that building placement defines open space systems, the plan uses placement of future buildings to expand on and enhance the existing open space environment. The central campus open space or plaza is maintained and strengthened as the primary outdoor room. Secondary open spaces and courtyards are created between existing and new buildings. Open spaces are connected and linked together with a series of pedestrian walkways developed on an organized grid system related to existing and future building locations.

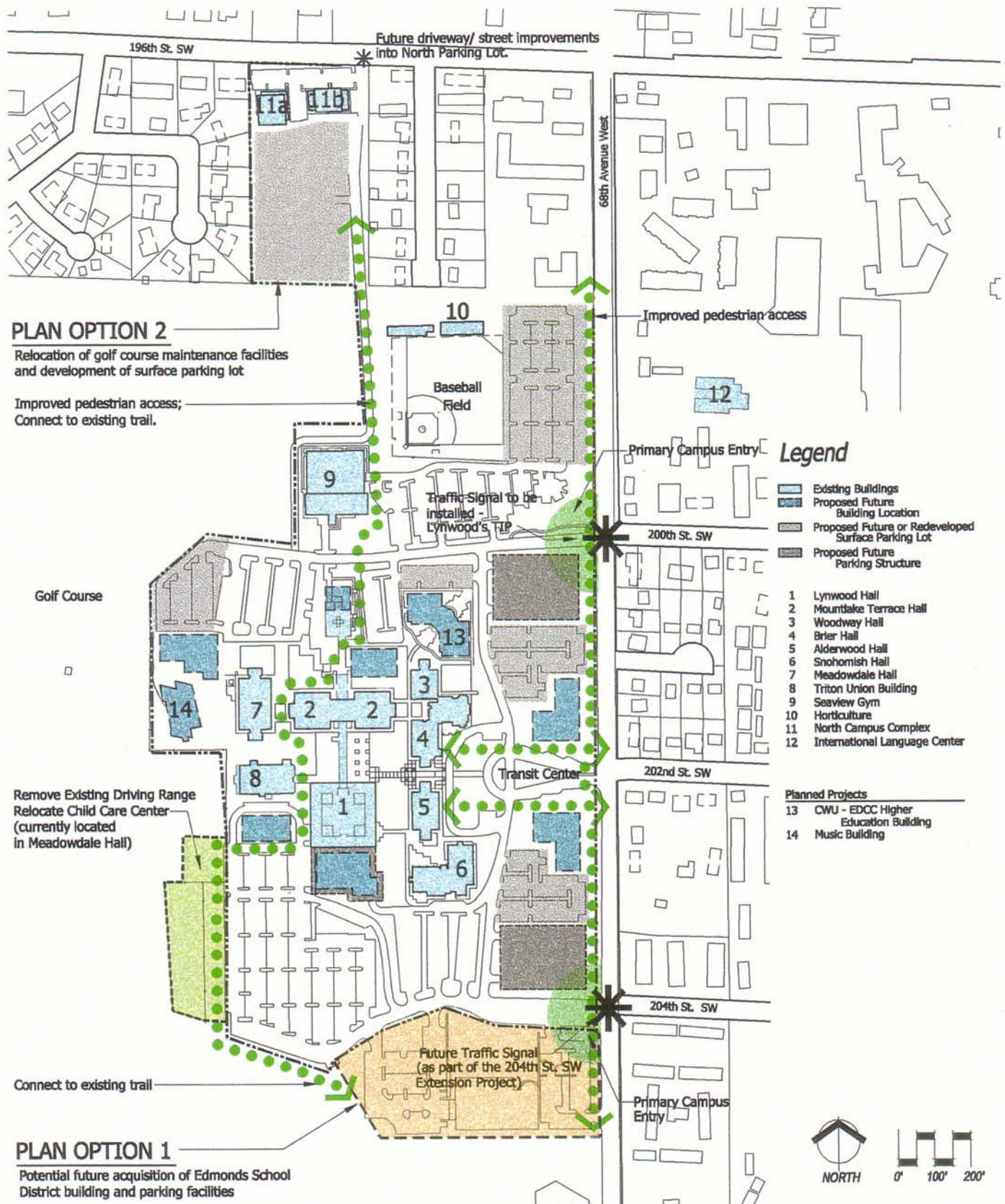
Centralize infrastructure systems – Maximizing both capital and operating dollars is also a key ingredient in developing a successful college campus. The plan maintains and expands on the existing highly centralized infrastructure system. New building locations are considered in relationship to existing utility tunnels and future connections.

Plan Options

The plan is intended to be as flexible as possible while maintaining the integrity of an existing well-organized campus. Two options are included with the plan to provide this flexibility.

Plan Option 1 – The second option would provide the college with additional flexibility by allowing, through successful negotiations, use of the Edmonds School District Educational Service Center. The facility is desirable to the college because of its proximity to the campus and its size.

Plan Option 2 – The first option is intended to give the college multiple opportunities in meeting its long-term parking requirements. The option would allow the college to utilize a property north of the Seaview Gym, currently owned by the City of Lynnwood, as a future surface parking lot. Access to this lot would be achieved via an improved driveway located off 196th Street.



Edmonds Community College Master Plan

Campus Infill Development Opportunities

Significant infill development opportunities abound on the EdCC campus. The structure, orientation and scale of the existing campus buildings provide opportunities for new buildings to be developed within the existing framework of the campus. New campus buildings can be built adjacent to and near existing buildings preserving and enhancing the strong pedestrian nature of the campus. Open space areas and linkages remain intact and are even strengthened by additional development around the core of existing buildings. Parking lots currently located along the perimeter of the campus core provide most of the areas for new buildings except for an area west of the campus adjacent to the golf course.

In considering the most appropriate locations for new campus buildings, the college should seek to grow “out toward the community.” As represented on the adjacent graphic illustration, the college maximizes future building locations near the core of existing buildings and in close proximity to the transit center adjacent 68th Avenue. Locating new campus buildings in this area provides many benefits both to the college and neighborhood including:

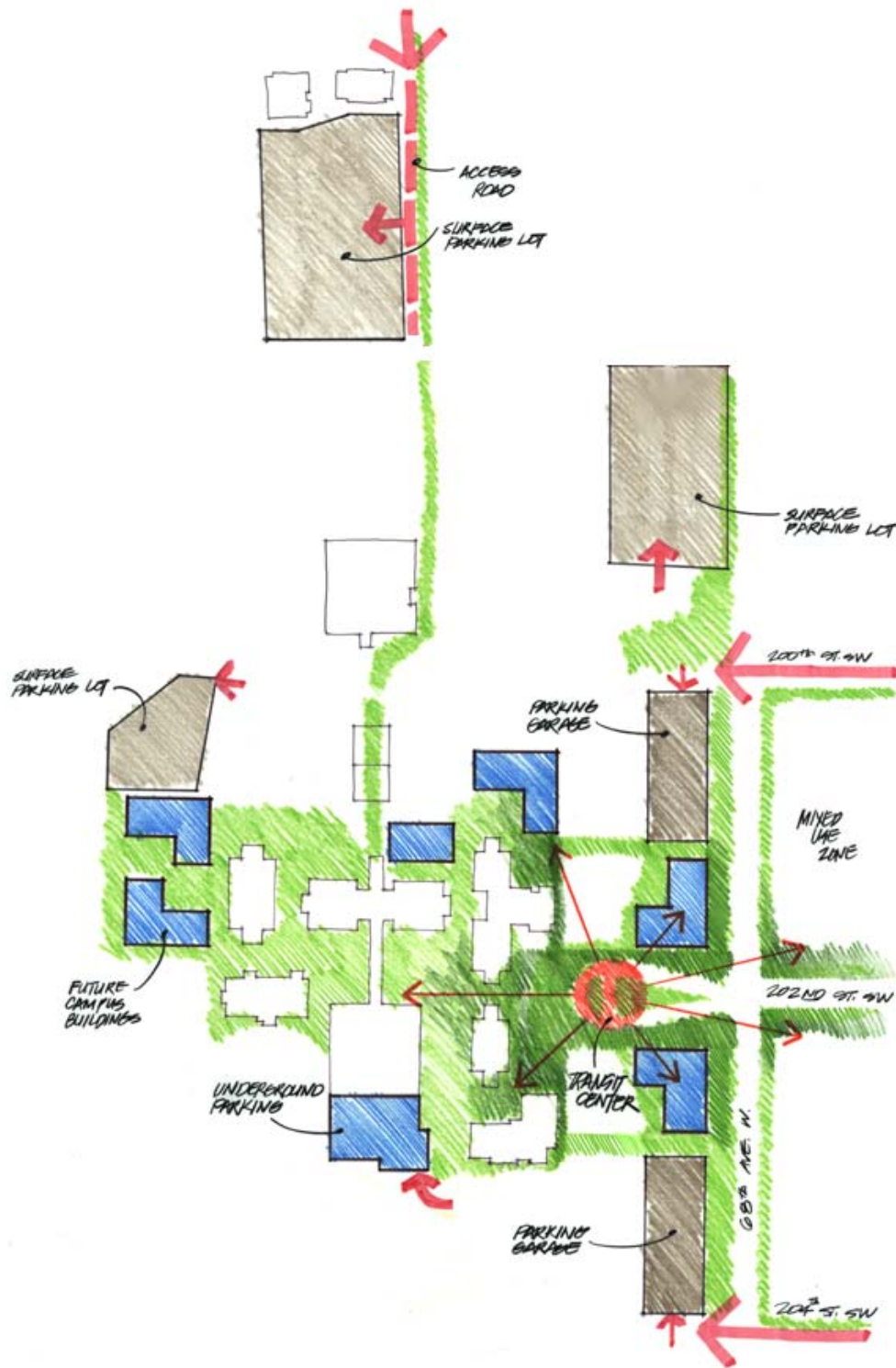
- Enhancing the existing quality of the transit center as the college's front door, which serves as a meaningful portal to the neighborhood
- Bridging the gap between college and neighborhood by breaking down the barriers and “screens” between them
- Emphasizing transit use as a viable and resourceful alternative mode of transportation
- Providing flexibility in the types of uses that could be developed in the area. (Aside from academic spaces such as classrooms and lab, this space could easily support community based programs and activities.)

The areas delineated as potential future buildings and parking work well with the existing fabric of vehicular circulation and campus access points. By keeping the campus in a relatively tight configuration, most campus parking lots and entry points are maintained and enhanced, increasing the existing efficiency and maintaining the desired reduced walking times and distances between parking lots and the campus core.

Campus Parking

Campus parking lots and entry driveways are integrated within the overall College District vehicular access plan. Continued use of existing surface lots including future development of new surface and structured parking facilities include:

- Redevelopment of existing surface parking lots to accommodate additional campus buildings
- Redevelopment of the existing soccer field located west of 68th Avenue to a surface parking lot including a new access driveway from 68th Avenue
- Potential redevelopment of the City warehouse building and property to a surface parking lot including expanding the capacity of the current access driveway located along 196th Street
- Development of a campus driveway/access road connecting the new parking lot along 68th to the new parking lot at the warehouse site
- Development of a surface parking lot adjacent to the golf course
- Development of structured parking garages located at entry points near 200th and 204th Streets



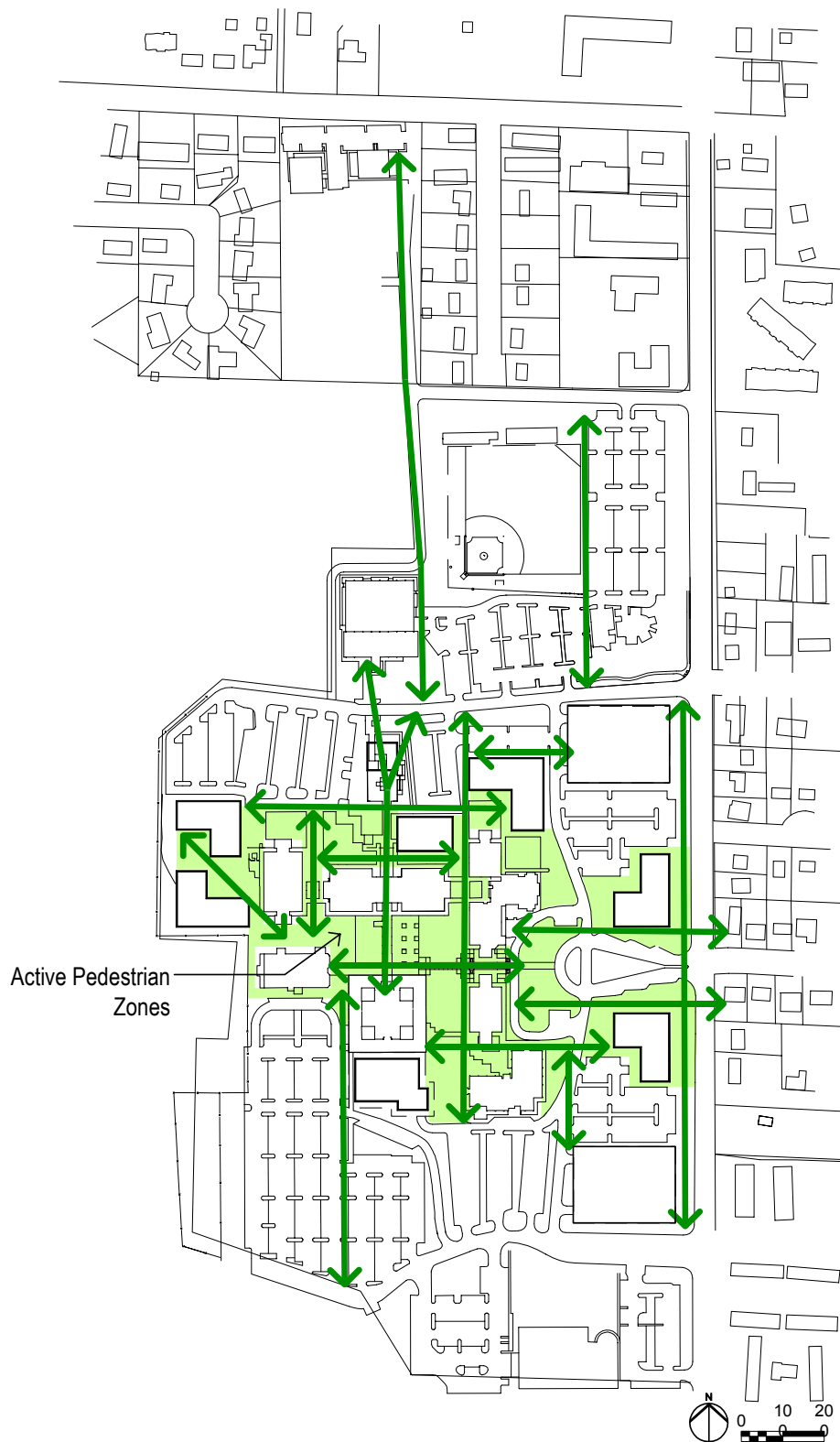
Campus Infill Development Opportunities and Open Space

Campus Pedestrian Systems

The campus master plan recognizes the existing pedestrian circulation patterns as convenient and well organized. New pedestrian routes and environments are integrated within the existing campus circulation system and either extend or add new routes to the system. The pedestrian circulation system is also integrated with campus open spaces and adjacent neighborhood connection points. Key in making the pedestrian system efficient and friendly includes:

- Maintaining clear and visible building entry points
- Utilizing a grid system to ensure easy wayfinding
- Providing first and second level connections between buildings
- Channeling pedestrian flows from large parking areas to a few primary paths
- Providing enclosures and protection from winter winds and rains
- Recognizing and developing pedestrian facilities wherever unintended but desired paths are found
- Providing sufficient security lighting throughout campus





Primary Pedestrian Flows

TRANSPORTATION SYSTEM IMPLEMENTATION PLAN

The December, 1999, *Edmonds Community College and Areawide Plan Traffic Impact Analysis* recommended several mitigation measures to address identified impacts, including:

- the extension of 204th Street east from 68th Avenue to SR-99
- the installation of traffic signals at the 68th Avenue/200th Street/ Edmonds CC main parking lot north driveway intersection and the 68th Avenue/202nd Street/Edmonds CC Transit Center driveway intersection
- the installation of a left turn lane for westbound 196th Street traffic turning into the north parking lot driveway
- pedestrian improvements along and across 68th Avenue and throughout the campus area
- expansion of the Edmonds Community College Transportation Management Program (TMP)

The recommended mitigation measures and their phasing and implementation requirements are described below:

204th Street Extension

The key “mitigation measure” for campus traffic impacts – the extension of 204th Street east from 68th Avenue to SR-99 – actually is an integral part of the campus master plan/activity center plan. The new street connection is needed to complete the study area street network and to provide infrastructure necessary for safe and convenient access and circulation. In addition to providing access to adjacent land uses, the new street connection will more evenly distribute campus access/egress traffic, and by providing additional capacity and better connections between the campus and SR-99, will reduce the traffic load on 68th Avenue. The extended 204th Street will need traffic signals at both ends: at 68th Avenue and at SR-99.

Implementation/Phasing: The 204th Street Extension would immediately improve access to/from the EdCC campus, and it would help relieve existing congestion problems on 68th Avenue and on 200th Street. In addition, the 204th Street Extension is needed to help encourage and facilitate the campus growth and land use changes envisioned by the campus master plan and areawide plan. For these reasons, the 204th Street Extension should be built as soon as practicable. Immediate actions needed include 1) the addition of the project to the City of Lynnwood six-year Transportation Improvement Program (TIP), 2) the identification of funding sources, and 3) the preparation of an alignment/conceptual design plan.

68th Avenue / 200th Street / Edmonds Community College Main Parking Lot North Driveway Intersection

A traffic signal is needed at the 68th Avenue/200th Street/EdCC main parking lot north driveway intersection.

Implementation/Phasing: This signal is programmed in the City of Lynnwood’s TIP, and should be installed as scheduled (or sooner).

68th Avenue / 202nd Street / Edmonds Community College Transit Center Driveway Intersection

A traffic signal is needed at the 68th Avenue/202nd Street/EdCC Transit Center driveway intersection to facilitate smooth uncongested bus operations into and out of the Transit Center, and to provide a safe and convenient pedestrian crossing of 68th Avenue.

Implementation/Phasing: This signal is not currently warranted or needed. However, it will be needed as the campus begins to integrate with the area east of 68th Avenue, as envisioned by the master plan/areawide plan. For now, the signal should be added to the City of Lynnwood TIP, and its design and installation should be coordinated with and incorporated in the comprehensive program of pedestrian improvements discussed in a following section.

Edmonds Community College North Parking Lot Driveway / 196th Street Intersection

A left turn lane is needed for westbound 196th Street traffic turning into the north parking lot driveway. Although left turns out of the driveway (onto westbound 196th Street) will incur excessive delays and operate at LOS F in the p.m. peak hour, driveway volumes do not meet traffic signal warrants; a traffic signal is not recommended for this location. If the left turns out of the lot become too difficult and hazardous in the future, consideration can be given to prohibiting that left turn (i.e., making the driveway exit right turn only).

Implementation/Phasing: This left turn lane would be beneficial today, and the need for it increases with the steadily increasing traffic volumes on 196th Street. The left turn lane should be installed when the north parking lot is improved/expanded, but opportunities for installing it sooner also should be explored.

68th Avenue Pedestrian Improvements

As the EdCC population grows and the campus becomes integrated with the neighborhood on the east side of 68th Avenue – as envisioned by the Master Plan and Areawide Plan – pedestrian improvements will be needed along and across 68th Avenue and throughout the campus area. The pedestrian improvements are needed to provide the safe and convenient pedestrian circulation that is so important to the health and vitality of the area and so crucial to the successful implementation of the Plans. The specific pedestrian improvements may be identified later, as campus development proceeds, and may include such improvements as sidewalks, pedestrian-actuated signals, striped crosswalks, curb extensions (to reduce pedestrian crossing distance), median refuges, etc.

Implementation/Phasing: Like many of the other street and traffic control improvements, the pedestrian improvements would be beneficial today, and the need for them increases as the campus begins to integrate with the area east of 68th. A necessary first step toward the identification and installation of campus-area pedestrian improvements is the preparation of a comprehensive pedestrian improvement program. Development of such a pedestrian improvement plan should begin as soon as practicable so that its various elements can be implemented in a timely and efficient manner, and take advantage of opportunities for joint project development and/or for grant or other funding.

Edmonds Community College Transportation Management Program (TMP)

In order to maximize the use of transit for trips to/from the campus, and to minimize the volume of auto traffic generated by the campus, EdCC should continue to promote and expand its TMP.

Implementation/Phasing: EdCC maintains and expands its TMP on an on-going basis. These efforts/activities can and should be continued in the future as the campus population grows.